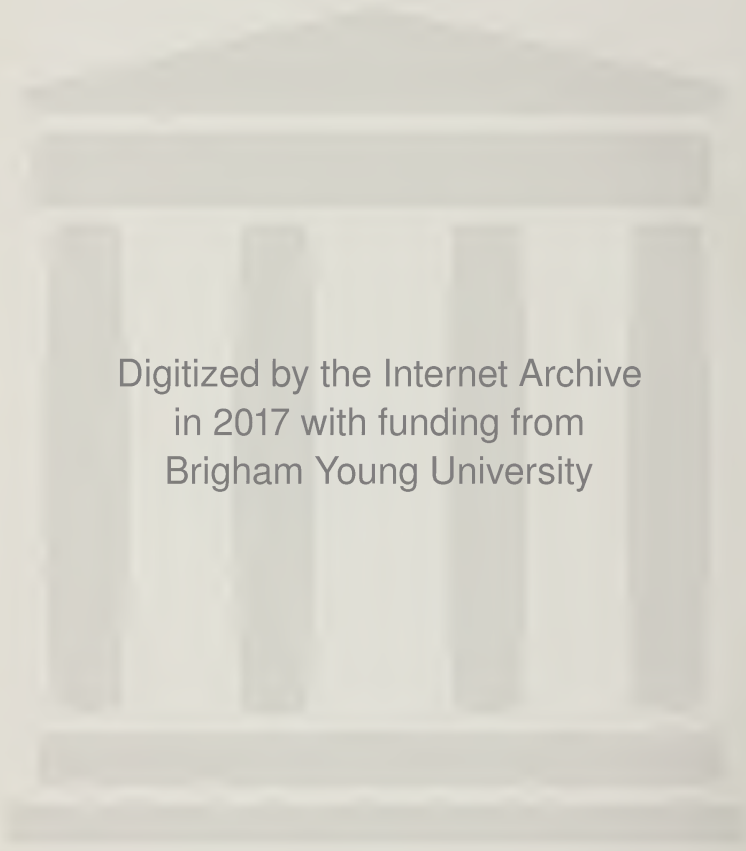


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PACKET-SHIP "DREADNOUGHT" BUILT IN NEWBURYPORT IN 1853

HISTORICAL COLLECTIONS
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No. 1

THE DREADNOUGHT OF NEWBURYPORT
AND SOME ACCOUNT OF THE OLD TRANSATLANTIC
PACKET SHIPS.

BY FRANCIS B. C. BRADLEE.

The maritime history of Newburyport, Massachusetts, has never yet been adequately written. Many famous vessels were owned and sailed from this old Essex County city, but not a few ships were also built in Newburyport for Boston and New York merchants, and among the best known of these was the "Dreadnought," built by Currier and Townsend in 1853, and afterwards celebrated for making the shortest passage across the Atlantic ever accomplished by a sailing vessel, nine days and seventeen hours, from Sandy Hook to the pilot-boat off Queenstown, Ireland. At this period the transatlantic carrying trade, both passenger and freight, was, and had been for many years, controlled by American packet-ships, as the regular sailing liners were called, and three out of the five lines of steamers then existing were also under the American flag.

The "Dreadnought" was built for the Red Cross line of New York and Liverpool packets owned by Governor E. D. Morgan, Francis B. Cutting, David Ogden and others of New York; she measured 1400 tons register, 200 feet long, 39 feet beam, and 26 feet depth of hold, and was commanded by Capt. Samuel Samuels, who be-

came quite as famous as his ship. She was launched in the presence of a large concourse of people October 6, 1853, from the yard at the foot of Ashland street, and on the third day of November following left for New York in tow of the steam-tug "Leviathan."

By the sailors the "Dreadnought" was named "the Wild Boat of the Atlantic"; she was what might be termed a semi-clipper, and possessed the merit of being able to bear driving as long as her sails and spars would stand. It is understood that her builders also designed her, and so deserved the greatest credit, as well for her model and fine lines as for the strength and solidity of her hull, which was constructed principally of white oak and yellow pine. Twice the "Dreadnought" carried the latest news to Europe, slipping in between the steamers; she was naturally a favorite among the traveling public, and her cabin accommodations were usually engaged a season in advance. On her westward voyages she carried large numbers of emigrants. At one time goods shipped by the "Dreadnought" were guaranteed delivery within a certain time, or freight charges would be forfeited.

In February, 1854, her first voyage westward she crossed the bar in the river Mersey the day after the Cunard steamer "Canada" sailed for Boston, and when the news of her arrival reached New York the "Dreadnought" was reported off the Highlands of New Jersey. Her best passages were as follows:

New York to Liverpool,	December, 1853,	24 days.
Liverpool to New York,	February, 1854,	19 days.
New York to Liverpool,	April, 1854,	18 days.
Liverpool to New York,	June, 1854,	26 days.
New York to Liverpool,	August, 1854,	30 days.
Liverpool to New York,	October, 1854,	29 days.
New York to Liverpool,	December, 1854,	13 days, 11 hours.
New York to Liverpool,	February, 1856,	15 days.
New York to Liverpool,	May, 1856,	16 days.
Liverpool to New York,	February, 1857,	21 days.
	(land to land, 15 days).	
New York to Liverpool,	March, 1859,	13 days, 9 hours.
	(Sandy Hook to Queenstown,	9 days, 17 hours).

When one takes into consideration the fickleness of the elements and the prevalence of westerly gales in the north Atlantic ocean, the rapidity and especially the regularity of the "Dreadnought's" trips are wonderful. Capt. Samuels, in his interesting autobiography, "From the Forecastle to the Cabin," attributed his success to good discipline and to forcing the ship at night as well as during the day. "Night," he says, "is the best time to try the nerve and make quick passages. The best shipmasters that I had sailed with were those who were most on deck after dark, and relied upon nobody but themselves to carry canvas. The expert sailor knows exactly how long his sails and spars will stand the strain, the lubber does not, and therefore is apt to lose both." It may be noted in passing that the "Dreadnought" carried the old-fashioned single topsails that in themselves "held a whole gale of wind," requiring to reef each one a whole watch, as a division of the crew is called.

Until after the death of Captain Samuels in 1908, no doubt had ever been expressed as to the rapidity of the "Dreadnought's" record trip of nine days and seventeen hours from land to land. Unfortunately in the last few years a small coterie in New York, jealous of Captain Samuels' success, have endeavored, with no real foundation of fact, to deny that the fast passage of 1859 ever took place. The author has investigated the case with the greatest care, and the result as here stated speaks for itself and proves, beyond a reasonable doubt, that the fastest voyage across the Atlantic ocean ever made by a sailing ship was by the "Dreadnought," in nine days and seventeen hours, from Sandy Hook to the pilot-boat off Queenstown harbor, in March, 1859. Some excuse is due the reader for the minuteness and repetition with which the case is stated, but those on the other side have worked with such energy to prove the record a myth, that the author thinks it is due the memory of Captain Samuels and the American merchant marine generally to clear up beyond doubt the facts of the "Dreadnought's" most celebrated voyage.

In his "History of the New York Ship Yards," page 141, John H. Morrison says :

The log book of the "Dreadnought" containing the record of this famous voyage of March, 1859, is not in existence, so far as known to the descendants of David Ogden (the agent of the Red Cross line). Captain Samuels informed the writer that on this voyage he ran the vessel to Daunt's Rock, communicated with the pilot-boat on the station at the mouth of Cork harbor (Queens-town), and proceeded on his way to Liverpool after a very short stop. The vessel left New York harbor with a high northeastwind, but about twelve hours later this was succeeded by a high north-westerly wind on the North Atlantic coast. An examination of the reports of vessels arriving at New York from Great Britain after the "Dreadnought" sailed from New York on February 27, 1859, till the day of her call off Cork harbor, show us that there was a succession of heavy westerly gales during the whole period . . . this favorable condition for a fast eastern passage continued to the time of the stop off Queenstown, but leaving there the "Dreadnought" encountered light head winds, and arrived at Liverpool on March 13, according to the London Times.

In response to an inquiry by Mr. Morrison while he was compiling his above mentioned book, Capt. Samuels dictated to his daughter the following letters :¹

194 Clinton street (Brooklyn), April 2, 1908.

Dear Mr. Morrison: You ask me for the record voyage of the "Dreadnought." We discharged the pilot at 3 P. M., Feb. 27, 1859, off Sandy Hook. We were off Queenstown at the end of nine days, seventeen hours, when we sent our mails ashore by a Cork pilot-boat.² The wind then became variable and died down. In thirteen days, eight hours, we were abreast the Northwest Lightship at Liverpool, and one hour later anchored in the Mersey, March 12, noon. The following will give an idea of the character of the ship and the time she made, including the above. In 1854 she made the same passage in thirteen days, eleven hours, and six times in succession under sixteen days, including one run of fourteen days and one of fifteen days.

Yours, S. S.

¹The author owns a negative of the first one, the original of which is in Miss Samuel's handwriting.

²Although in 1859 the mails were carried by steamer, the "Dreadnought" was so well known as a fast ship that she doubtless carried letters directed to be sent by her.

194 Clinton Street, April 6, 1908.

Dear Sir: I regret I cannot give you any further information in reference to the "Dreadnought" in regard to dates. When my leg was broken in 1862, the cabin was flooded in that gale, and nearly all my papers were destroyed. What I have given you is what I have gathered from some notes that I had and some newspaper clippings. I will be pleased to see you at any time this week, when you may see what I have in regard to her passages.

Very truly yours,

S. SAMUELS, E. M. S.

In a letter to Mr. Morrison¹, dated June 16, 1908, Mr. C. F. Ogden, whose father was the New York agent of the "Dreadnought," says :—

In reply to your letter I would beg to say that I have no idea where the log book of the "Dreadnought" could be found. It is certainly true that the voyage was made in that time, as I well remember.

Very truly,

C. F. OGDEN.

The New York Herald of April 1, 1905, and the New York World of June 5, 1905, contain personal interviews with the late Capt. Samuels in which he distinctly claims the nine day and seventeen hours record. Finally, for many years previous to his death, Capt. Samuels was president of the New York Marine Journal and Miss Schanze at first stenographer, and now assistant editor of that paper, affirms that Capt. Samuels not only often spoke to her of the record passage, but even dictated notes in regard to it. (See Marine Journal, June 30, 1917.) This is confirmed, also, in letters to the author by Capt. George L. Norton, the present editor of the Marine Journal, and by Miss Edith Samuels herself. It is unfortunate that Capt. Samuels in his book makes no mention of the nine day and seventeen hours transatlantic passage, although he devotes quite a little space to the "Dreadnought," alluding to two or three of her fast runs, but the exact dates are not always given.

The famous mutiny on board the "Dreadnought" (August, 1859), in which only the iron will and bravery

¹Printed in the New York Sun, May 21, 1917.

of the captain saved the lives of the officers and passengers, as well as the ship, furnishes one of the most exciting episodes in the history of the old transatlantic packet-ships. It happened that the entire crew had been shipped in Liverpool from a class of the most lawless and bloodthirsty rascals that ever made a port notorious. They were a fraternity of criminals, whose name was a terror to shipmasters, and two or three of whom would disorganize any well-meaning crew. They had a particular grudge against Samuels, and had been for some time waiting an opportunity to vent it, and, when he coolly accepted, contrary to advice, an entire crew of their number, they imagined that the opportunity had come.

As the "Dreadnought" lay in the Mersey before sailing, the captain quietly informed them that he knew their designs, and began operations by sending every man to the carpenter to have the point of his knife broken. The next morning at sea the sluggishness and sullenness of the men indicated the brewing trouble. The man at the wheel, when reprimanded, tried to draw his knife, but Samuels knocked him down. He was put in irons, and the crew came aft, refusing to go to work until he was released. Capt. Samuels ordered them to their places; they refused, and the promised mutiny was a fact. While the crew rushed forward, the captain went down to his cabin and armed himself. He had only one officer (the third), Whitehorn, to help him in the emergency, the chief officer being an old man and the second a coward.

Capt. Samuels then went forward, leaving Whitehorn at the wheel, and at the end of the deckhouse the crew rushed at him with their newly pointed knives. Backing away from them with revolvers loaded, the captain went aft, and tried starvation to bring them to reason. The crew set a watch to prevent the forecastle hatch from being battened down, and the night passed away. The royals were furled at 3.30 in the morning by the officers and boys, the men refusing, and in the forenoon the captain helped the third officer to work tacks and sheets when they tacked ship. Fifty-six hours thus passed without any sleep aft or food forward. The mutiny was fast

coming to a head and bloodshed was imminent. The captain got seventeen Germans from among the emigrants to stand by him and armed them with iron bars. Hatches were fastened down and the deck barricaded to prevent some of the steerage passengers, who had also given trouble, from joining forces with the crew.

At three o'clock in the morning the captain, backed by Whitehorn and his dog, went forward prepared for the encounter. Capt. Samuels tells the story as follows :

When the dog reached the corner of the house a deep growl indicated that someone was hidden forward of it. Having learned that Casey and Sweeney were the ones to make the attack, I proceeded cautiously, with revolver in hand, to the edge of the house, when they both jumped from behind it toward me, with arms up-lifted and knives in hand ready to strike. In an instant I levelled my pistol at Casey, while the dog jumped at Sweeney's throat. Casey, seeing his danger, backed to the fore-castle scuttle, while the other two men yelled down the fore-castle: "Jump up, boys! We've got him! Let's murder him now!" With shouts and oaths they rushed on deck, determined to finish their work. They had planned during the night that some were to go around, while others were to clamber over the house and make an attack on flank and rear. In this movement, however, they were checked by the Germans, who arose from behind their barricade and felled the ringleaders with their iron bars. Seeing themselves defeated and me re-enforced, they retreated to the starboard side forward, where I held them at bay with revolver levelled and hammer raised.

After a short and decisive parley, the men gave in, and "one knife after another went spinning overboard to leeward just as the sun was rising, and a more gratifying sight I never saw than those gleaming blades dropping into the ocean."

So celebrated did the "Dreadnought" become that the western ocean sailors composed the following song, or "chantey," about her, which used to be sung, with many variations, dependent somewhat on the singer, on English speaking ships, some forty years ago :

THE "DREADNOUGHT."

There's a sauey wild packet, a packet of fame,
She belongs to New York, and the Dreadnought's her name,
She is bound to the westward, where the strong winds do blow,
Bound away in the Dreadnought to the westward we'll go.

The time of her sailing is now drawing nigh,
Farewell, pretty maids, I must wish you good-by.
Farewell to old England and all we hold dear;
Bound away in the Dreadnought to the westward we'll steer.

Oh, the Dreadnought is hauling out of Waterloo dock,
Where the boys and girls on the pier-head do flock.
They will give us three cheers, while the tears freely flow,
Saying, "God bless the Dreadnought where'er she may go."

Oh, the Dreadnought is waiting in the Mersey so free,
For the Independence to tow her to sea,
For to round that Rock Light where the Mersey does flow,
Bound away in the Dreadnought to the westward we'll go.

Now the Dreadnought's a-bowling down the wild Irish Sea,
Her passengers merry with hearts full of glee.
Her sailors like lions walk the decks to and fro,
She's the Liverpool packet—O, Lord, let her go!

Now the Dreadnought's a-sailing the Atlantic so wide,
Where the high rolling seas roll along her black side,
With her sails tautly set for the red cross to show,
She's the Liverpool packet—O, Lord, let her go!

Now the Dreadnought's becalmed on the Banks of Newfoundland,
Where the water's so green and the bottom's all sand,
Where those fish of the ocean do swim to and fro,
Bound away in the Dreadnought to the westward we'll go.

Now the Dreadnought's arrived in New York once more,
So go ashore, shipmates, to the land we adore;
With wives and with sweethearts so merry we'll be,
And drink to the Dreadnought wherever we be.

Then a health to the Dreadnought and to her brave crew,
To bold Captain Samuels and his officers too;
Talk about your flash packets, Swallow Tail and Black Ball,
The Dreadnought's the flier that can lick them all.

PLAN OF THE ACCOMMODATIONS

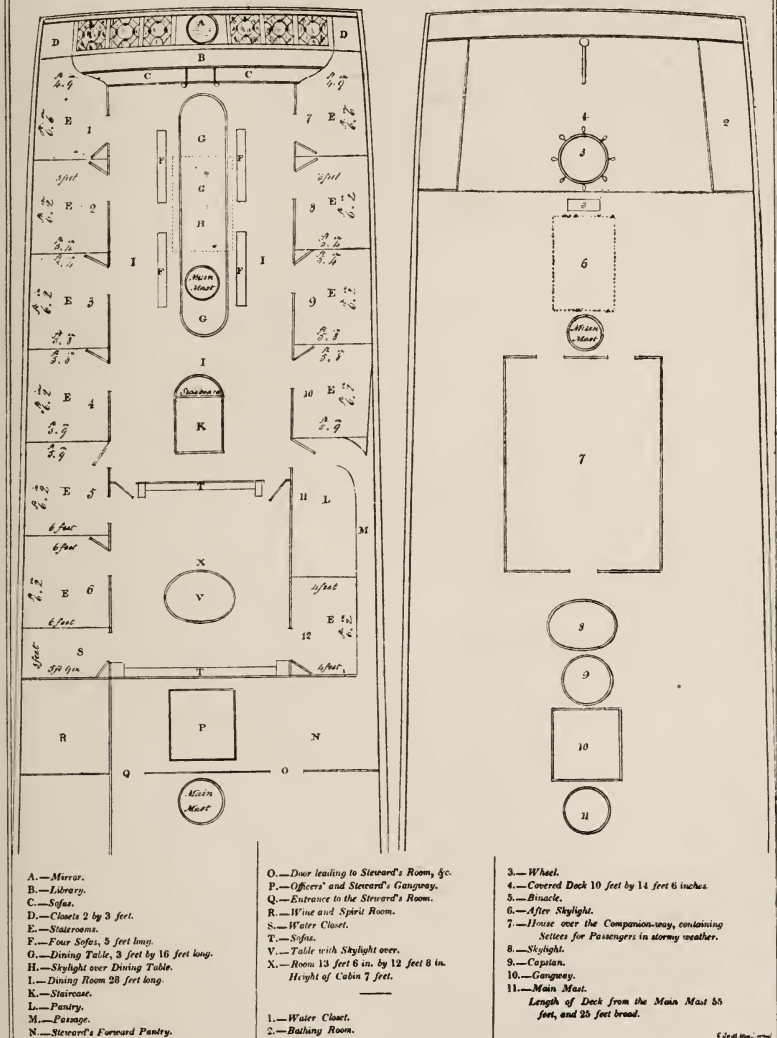
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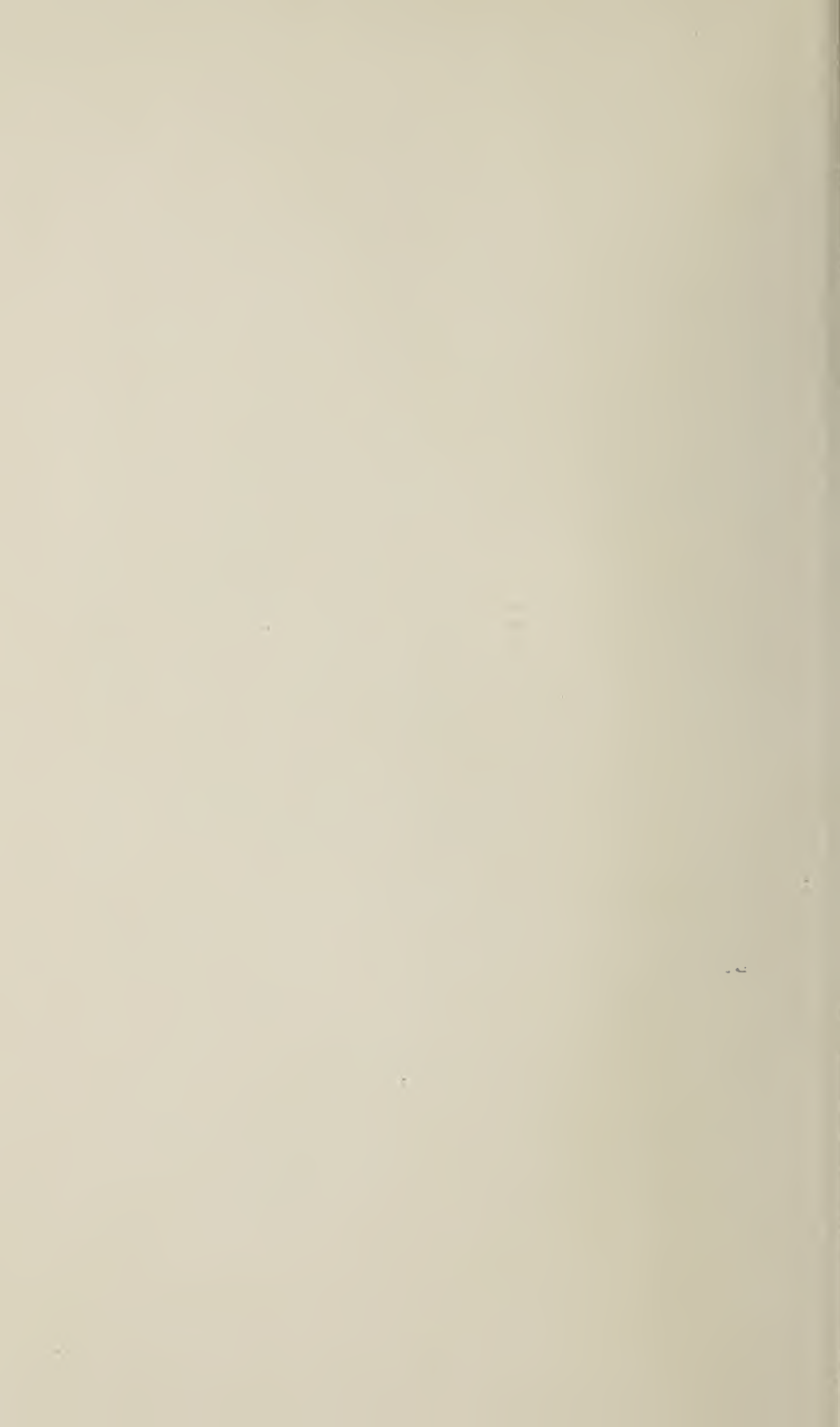
THE AMERICAN SHIP DOVER,

IRA BURSLEY, COMMANDER,

ONE OF THE LINE OF LIVERPOOL AND BOSTON PACKET SHIPS.

These Ships leave Liverpool on the 20th, and Boston on the 1st of every Month.





Another exciting episode in the "Dreadnought's" career occurred in February, 1862, when she was bound to the westward and had reached that part of the Atlantic known as the "tempestuous forties" or the "Devil's blow-hole." In the midst of a furious gale the ship was struck by a heavy sea, which broke Capt. Samuel's right leg and would have carried him overboard but for his timely seizure by two sailors. As he lay in the cabin, prevented from amputating his broken limb only by those around him (the "Dreadnought" did not carry a doctor on that trip), the news came down that the rudder had been carried away.

The ship lay for three days in the trough of the sea, while the crew, under the disabled commander's orders, were constructing a new rudder. This was lost in setting it, and then, all efforts to turn the ship's head southward by means of drags having been found useless, the captain had furled all the head sails and all the canvas on the foremast, set all the square sails on the mizzen-mast, the whole of the maintopsail and the starboard clew of the mainsail, and threw sharp back every sail that was set. By keeping the sails trimmed flat back, the ship was sailed backward for 280 miles towards the nearest harbor, Fayal. By the time the port was reached the second rudder was shipped, and they anchored safely. It took fifty-one days to repair the ship, and, when she was ready, the captain, who had been hoisted over the side on a mattress, went aboard with his leg in splints, having refused to leave Fayal without her, notwithstanding the poor surgical treatment the Azores Islands afforded.

Before the advent of the "Dreadnought" in 1853, the Red Cross line of New York and Liverpool packets had consisted of six other first class ships, the "St. George," "St. Patrick," "Highflyer," "Andrew Forster," "Driver," and "Racer." Strange to say, every one of these vessels but one was lost before the "Dreadnought" was completed, and that one very soon after, leaving her in solitary state on the line. The "St. George" was burned in the Chops of the British Channel, and the "St. Patrick" was wrecked on the New Jersey coast, but with no loss of life.

Not so fortunate was the "Highflyer;" after making several very fast transatlantic trips, including one of 21 days, Liverpool to New York, in February, 1855, she was chartered for a voyage from New York to San Francisco and Hong Kong, and was never heard from after leaving San Francisco in October, 1856. It was supposed that she had been destroyed by Chinese pirates and that they had murdered the crew. The "Driver," bound to New York from Liverpool, was "missing," with over 600 souls on board, emigrants and crew. The "Racer" was lost on Blackwater Bank, in the Irish Channel, but no lives lost; and the "Andrew Forster" was run into, also in the Irish Channel, and two lives were lost. The "Racer," of 1669 tons, completed in 1851, and the "Highflyer" of 1195 tons, completed in 1853, and built at Newburyport by Currier and Townsend, were among the last vessels constructed by them before they went out of business in 1856. Towards the end of the 1860's the iron screw-propelled steamers had driven off many of the transatlantic packet-ships, and among these was the "Dreadnought."

In 1869, while she was bound from Liverpool to San Francisco, in charge of Capt. Mayhew, when off Cape Horn, a calm prevailed, and it was finally noticed that the current of the ocean was forcing the ship towards the land. Every effort was made, with all hands in the boats trying to keep her off until a breeze prevailed, but it was of no use, and the "Dreadnought" finally went ashore and became a total loss. For three weeks before relief came the crew suffered terribly from exposure and want. All hands had to keep in the open boats out at sea at night, and land in the daytime to watch, sleep and eat, until finally they were taken off by a passing ship.

A short account of the old transatlantic packet service in general may not be out of place here. As far back as 1756 the British government had begun a packet and mail service between Falmouth, England and New York, with monthly departures. This service worked well up to and during, the Revolution and for many years after, except that when the United States became independent, Halifax was made the American terminus instead of New

York. The British mail-packets were, generally, brigs of not over 200 tons each, known as "coffin brigs," as so many of them had succumbed beneath the wintry waves of the North Atlantic.

In the years just preceding the Revolution there were also, several regular traders, owned in Boston, plying between Boston and London; the best known of these were the "Boston Packet" (owned by John Hancock), Capt. John Marshall, and the "London Packet," Capt. Robert Calef. Neither of these vessels was over 300 tons. Late in the eighteenth century, Liverpool began to be substituted for London as the English port, the coarser and bulkier cargoes coming from Liverpool, and the finer goods being shipped from London. For some time after the close of the Revolution everything was in such a disorganized condition that while there were plenty of transient ships, few regular packets plied on the Atlantic.

Before the Revolution Americans had imported the larger part of their manufactured articles from Great Britain. Beginning in 1783, St. Jean de Crevecoeur, the newly appointed French consul general to the United States, attempted to change the course of trade and made plans whereby France might supply our demand for European goods. To bring the two countries closer together he founded the Gallo-American Society, which had but a short career, and also induced the French government to start a packet service between Lorient and New York. The French line was subsidized by the government, the ships formed part of the French navy and were commanded by naval officers, but, strange to say, the entire service was managed, or rather mis-managed, by a private banking house in Paris.

Unlike the majority of ships at that time, these packets were copper-bottomed. They carried only the mail, a few passengers, and a small amount of light and valuable freight. Each vessel measured about 300 tons, the size of a small modern three-masted schooner. The names of some of the best known were the "Courrier de l'Europe," "Courrier de l'Amerique," "Marechal de Castries," etc. The last named ship, through the repre-

sentations of de Crevecoeur, was built in Boston by John Peck, a well known shipbuilder of his day. This was done in order to show off the superior merits, in de Crevecoeur's opinion, of American-built ships. It is interesting to note that at this time, 1784-92, the rate of postage for a single letter under half an ounce from New York to Lorient was 20 cents. Strange as it may seem, this was actually less than was paid for single letters to France as late as the 1860's.

Early in 1805 the Boston Importing Co. was formed, to operate vessels, and also import and export goods between Boston, Liverpool and London. J. W. Storrow was the treasurer of this concern, and Ammidon and Boyle were the agents. In May, 1805, they advertised the ship "Sally," Capt. Seth Webber, "intended for a regular ship between this port and Liverpool, 323 tons, coppered to the bends, and having elegant accommodations for passengers." This vessel and others named the "Packet" and the "Romeo" were run between Boston and Liverpool in 1806 by the Boston Importing Co.

In addition to the ordinary dangers of the seas, American commerce at this time was subjected to great annoyance, disaster and loss, in connection with the tremendous struggle then in progress between Great Britain and France. What with the British Orders in Council on the one hand and French Decrees on the other, it is marvellous that the New England merchants were able to maintain their position on the ocean at all. The Boston Importing Company's ship "Sally" was "sequestered" at San Sebastian in 1810, but finally was released in order to bring home the American minister to France, General Armstrong. Owing to this and the fact that another of their ships, the "Packet", had been seized for some time at Hamburg, the Boston Importing Company became involved in financial troubles and its affairs were settled.

In 1816 the ship "Palladium," of 341 tons, was built at Salem, under the superintendence of Capt. John White, and was considered then the best constructed vessel ever produced in that city. She was intended to be a regular packet between Salem and Liverpool, and nearly every

business or professional man in Salem and many in Danvers owned shares in her. The enterprise originated with the traders on Essex street, the dealers in dry goods and hardware, and could they have kept it in their own hands, the project might have been successful, but they called in the assistance of other parties, who changed the whole programme, and the "Palladium" was sent to Calcutta instead of Liverpool, and finally sold to Boston owners in December, 1817.

The Boston and Liverpool Packet Company was organized in 1821. They tried to get a charter from the Massachusetts Legislature and failed, but nevertheless ran several ships, the "Amethyst," "Topaz," "Sapphire," and "Emerald," between Boston and Liverpool, but the enterprise soon failed. Very little can be learned about it, except that it appears to have been the first company to name its ships on a definite plan. The history of the "Topaz" was a tragical one. On her way from Calcutta to Boston, in 1829 or 1830, in charge of Capt. Brewster, she was destroyed by pirates in the vicinity of St. Helena, and every one on board murdered.

A third Liverpool packet line was organized in Boston in 1827 by Henry Hall, Joshua Blake, David Henshaw and others. They also tried to get a charter from the Legislature, but failed. Notwithstanding they had built for them at Medford, by Thatcher Magoun, several ships of the highest class, especially designed for passenger vessels: the "New England," "Lowell," "Trenton," "Plymouth," "Dover," "Boston," and "Liverpool," all alike, and measuring between 400 and 500 tons each.

A plan of the "Dover," owned by the author, reveals the fact that she was exceedingly well fitted up for travellers, having comfortable staterooms, library, bath room, etc., which are only supposed to be adjuncts of the modern steam liner. Jabez Howes and Ira Bursley were the best known captains of the line; George G. Jones was the Boston agent, and, according to the advertisement, "mattresses, bedding, wines and all other stores were to be furnished to passengers in the cabin, and for them the fare to Liverpool was to be \$140." The "Boston" was

struck by lightning and burnt May 26, 1830, a few days out from Charleston, S. C., on her way to Liverpool. This packet line ceased operations, probably owing to hard times, about 1833, as no trace of it can be found after that.

By far the best known line of Boston and Liverpool packet-ships was the one started in 1844 by Enoch Train of Boston and known as the "White Diamond line." The first ships advertised were the "Dorchester," 500 tons; "Cairo," 600 tons; "Governor Davis," 800 tons, and the "St. Petersburg," 800 tons; "all first class Medford-built, copper-fastened, coppered and fast-sailing ships." Mr. Train afterwards added to his fleet the following vessels; "Joshua Bates," "Anglo-Saxon," "Anglo-American," "Washington Irving," "Ocean Monarch," "Parliament," "Daniel Webster," "Star of Empire," "Chariot of Fame," "Staffordshire," "Bostonian," and "John Eliot Thayer." Most of the latter ships were built by the celebrated Donald McKay at East Boston, and were large for their day, ranging from 1000 to 1500 tons each. They were especially designed for the emigrant trade and carried large numbers of steerage passengers.

Contrary to general belief, the packet-ships belonging to the various lines were not of the clipper type, with the exception of the "Dreadnought," "Racer," "Staffordshire," and a few others. The packets were built with more or less full lines, poops extending nearly to the mainmast, and great breadth of beam, thus insuring large carrying capacity combined with strength of hull. They were not intended for extreme speed, and when they did make rapid passages it was entirely owing to the good seamanship of the commanders in carrying a heavy press of canvas. Nevertheless the "Ocean Monarch", which sailed from Boston in March, 1848, four hours after the Cunard steamer "Brittania," arrived in the Mersey on the same day, both making the passage in 15 days.

Several of the Train ships came to grief: the "Ocean Monarch" was burnt just outside Liverpool, Aug. 24, 1848; the "Staffordshire" was wrecked on the Nova Scotia coast, Dec. 30, 1853, and the "Cathedral" thrown

on her beam ends and wrecked off Cape Horn (on a chartered voyage), in 1857; all with the loss of many lives. Caldwell, Murdock, Thayer, Richardson, etc., were among the best known captains in the White Diamond line. Mr. Train failed during the panic of 1857; his successors, Thayer and Warren, afterwards Warren and Company, gradually substituted chartered British steamers for sailing vessels in the Boston and Liverpool trade. Later they owned many fine steamers under the British flag, known as the Warren line, which lasted until 1913.

The last packet-ship in the North Atlantic was the well known barque "Sarah," owned by E. A. Adams and Co. of Boston and operated by them between the latter port and the Azores until 1895. This was before there was any regular steam communication between those islands and the United States, and the "Sarah" was always well patronized, carrying ten or twenty passengers in the cabin and several hundreds in the steerage. She was built at Stockton, Maine, in 1871, measured 530 tons, 135 feet long, 31 feet beam, and her commander while in the Azores trade was Capt. Lewis R. Hale.

The era of packet-ships was brought into existence by the demands of the increasing trade between the United States and Europe at the close of the war of 1812. A pioneer line from New York was the famous Black Ball line (so called because its ships had a large black ball painted on their foretopsails as a distinguishing mark at sea; the Red Cross line carried a red cross in the same manner, Enoch Train's vessels a black T, and so on), founded in 1816, with the "New York," "Canada," "Pacific," "James Munroe," etc., each about 400 tons, considered large in those days, and full ship-rigged. Their passenger accommodations were very fine and a great advance over anything then existing. One or another of these packets sailed from New York regularly on the first day of the month, and during the first nine years their average time for sailing to Liverpool was 23 days, and for returning home 40 days, but the "Canada" once made the outward trip in 15 days 18 hours.

From 1836, when Charles H. Marshall and Co. became the principal owners of the Black Ball line, the number

of its vessels was increased by the accession of the "Oxford," "Cambridge," "Montezuma," "Yorkshire," "Devonshire," "Fidelia," "Columbia," "Isaac Webb," "Alexander Marshall," and many others. The "Isaac Webb" was perhaps one of the best known of their vessels; she was built by Wm. H. Webb at New York in 1850, of live oak, locust and cedar, 188 feet long, 40 feet beam, with three full decks, and a registered tonnage of 1300. She often made the voyage to Liverpool in 16 or 17 days, but finally foundered in mid-Atlantic in the autumn of 1881, owing to the shifting of her cargo of railroad iron while bound from Antwerp to New York, in charge of Capt. W. W. Urquhart. Her loss was practically the end of the old Black Ball line.

In 1821 Byrnes, Grimble and Co. started another New York and Liverpool line called the Red Star, with the "Panther," "Hercules," etc., which sailed on the twenty-fourth of each month. Then followed the Swallow Tail line, with the "George Washington," "Pennsylvania," etc., and in 1836 Mr. E. K. Collins founded what was known as the Dramatic line, the ships of this line being named after celebrated actors, such as "Roscius," "Siddons," "Garriek," and "Shakespeare." These packets were large for their day, measuring 1000 tons or more each. A noted departure, also, in them, besides their superior interior fittings, was the total abandonment of the fine lined vessel having a sharp rise of floor, and the substitution for it, against the opinion of the most noted New York shipbuilders, of the flat floored form of hull.

Mr. Collins afterwards founded the famous Collins line of steamers between New York and Liverpool in 1850, but it was unsuccessful.

Other well known packet lines were Grinnell and Minturn's Black X line to London and Liverpool, owning the "Patrick Henry," "Henry Clay" (a fine three-decked vessel of 1250 tons), "Constitution," etc.; Morgan's line to London, with the "Palestine," "Southampton," etc.; Spofford and Tileston's Patriotic line to Liverpool, started in 1852, with the "Orient" and "Webster," built at Portsmouth, N. H., by George Raynes, and Williams and



PACKET-SHIP "LIVERPOOL", 1828
A Sister Ship of the "Dover", see plan



PACKET-SHIP "CHARLEMAGNE" BUILT IN 1828

Guion's Black Star line, also to Liverpool. The last named organization, although running under the American flag, was chiefly owned by British capital and afterwards became the Guion line of steamers.

According to a popular yarn, one of Guion's sailing packets, the "Adelaide," is supposed to have beaten the Cunard steamer "Sidon" on a transatlantic passage in 1864. The author has carefully looked up this matter in the files of the New York daily papers, and the facts are as follows: On June 9, 1864, the "Adelaide" and the Inman line steamer "Kangaroo" both left New York for Liverpool; the "Kangaroo" put back next day for repairs to her engine, sailed again in a day or two, and arrived in Liverpool on the same day as the "Adelaide", June 27. The Cunard steamer "Sidon" did not sail from New York between April 26 and July 6, 1864.

Three to four weeks was considered a very fair average passage to the westward by the best packet ships, as may be seen by the following analysis of trips made by various vessels in 1845-46. The "Yorkshire" left Liverpool on March 4, 1845, and arrived at New York on the 25th of the same month. Later in the year she left Liverpool on July 2, and arrived on July 30, and still later, on November 2, she left Liverpool and anchored in New York lower bay on December 1, three fairly uniform passages of 21, 28, and 29 days. In the same year the "Queen of the West" made a 25 day passage across the North Atlantic in March, while her next trip, begun in July, occupied 38 days, but in November she crossed in 28 days. Some of the other crack ships of the period were the "Empire," 29 days; "Oxford," 29 days; "Montezuma," 28 days; "Rochester," 27 days; "Garrick," 26 days; and "Ashburton," 24 days.

These passages were made under favorable conditions. But when the weather was heavy and the winds unfavorable, five and six weeks and sometimes nearly two months were consumed in making the crossing. The longest passage on record was said to be that of the "Switzerland" of the Grinnell line, that was once 110 days in returning to New York from Liverpool. Another instance was the

packet "Virginian," which left Liverpool on December 6, 1845, and did not arrive until 53 days later, and the "Hottinguer" (a crack ship, named for a well known Paris banker), which left Liverpool on January 7, 1846, and arrived here on March 6.

It took a man every inch a seaman to reach an American port from Europe with spars and sails intact, and keep his ship off the Long Island and New Jersey coasts in midwinter gales, of thick snow and sleet. Steam power has now reduced the responsibility and danger to a minimum. Owing to the prevalence of westerly winds, the passage to the eastward was generally made in the quickest time; quite often in sixteen or seventeen days, and more rarely in fourteen. The "Palestine," of 1800 tons, of the Morgan line, once landed her passengers at Portsmouth (England), on the fourteenth day out, and the "Independence," of the Swallow Tail line, 734 tons, although built as far back as 1834, accomplished this feat several times.

The agents, builders and captains of the packet-ships speedily became rich, for all were owners,—the agent owning, say, an eighth of a vessel, and the builder another eighth, in order that he might secure the job of repairing her, which would average at least \$500 a round trip. Most of the Liverpool packets were built by Stephen Smith, Isaac Webb, and Brown and Bell, and those running to Havre and some of the London liners by Christian Bergh, Jacob A. Westervelt, and William H. Webb, all old-time New York builders. The packet captains generally owned another eighth of the ships they commanded, in order that they might have the strongest of all motives for vigilance; the block-makers and sail-makers were also part owners; and others the remainder, a packet of 1000 tons being worth about \$80,000.

During the Irish famine in 1847-48 the freight on a barrel of flour from New York to Liverpool rose to five shillings (\$1.25) a barrel, and packets were added to the various lines as fast as they could be built. The boom in freights lasted until the close of the Crimean war, when a great slump took place, partly owing to the panic of

1857, and owners were then glad to get a shilling (25 cents) a barrel for the carriage of flour.

Each packet ship could accommodate from 500 to 1000 emigrants on the westward voyages, and men, women, and children, dirty and ignorant, were crowded into the between-decks together. Conditions below decks may be better imagined than described, for in gales of wind and bad weather, which were frequent, hatches had to be battened down, and men, women and children screamed all night in terror. It was not compulsory for emigrant ships to carry a doctor, although sometimes a physician was given a free passage in return for looking after the health of those on board; ship-fever, smallpox, and other contagious diseases were common, and it is a wonder that many survived the voyage.

Some idea of the mortality among the steerage passengers on a transatlantic voyage may be gained from the following news item copied from the New York Herald of October 26, 1853:—

Arrived 1853	Ships	From	No. of Passengers	Deaths
Sept. 9	"Zurich"	Havre	358	2
11	"Lucy Thompson"	Liverpool	800	35
15	"Niagara"	"	249	38
21	"Charles Sprague"	Bremen	280	45
26	"Oder"	Hamburg	237	14
27	"Winchester"	Liverpool	463	79
29	"Kate Hunter"	"	342	1
29	"Rhine"	Havre	566	24
30	"Talleyrand"	Hamburg	210	11
Oct. 11	"Harvest Queen"	Havre	367	5
14	"Marmion"	Liverpool	295	34
17	"Waterloo"	"	294	4
17	"James Wright"	"	430	1
20	"Sir Robert Peele"	London	407	6
21	"New York"	Liverpool	400	16
21	"Benjamin Adams"	"	620	15

Rations were served out once a week, in accordance with the allowance instituted by the British government,—just enough to keep starvation away. It was estimated that it cost twenty cents a day to feed each emigrant, and

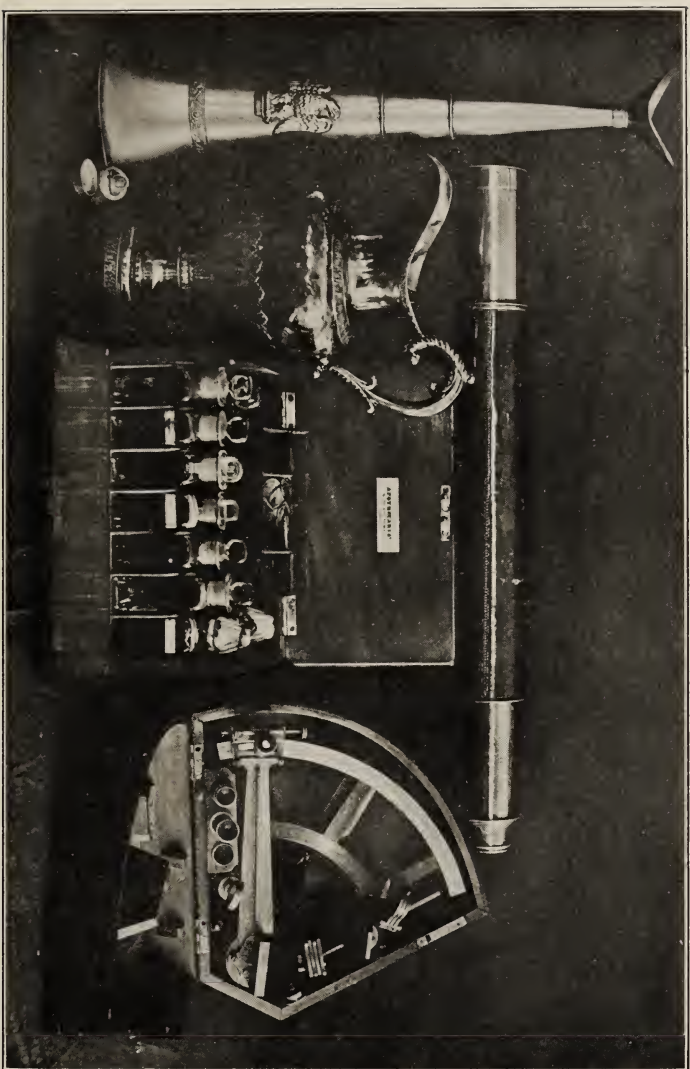
the steerage passage rates were £4 (\$20), so between passage and freight money the ships generally paid very good dividends.

The cabin passengers, from ten to thirty on each packet, with the captain and officers, were lodged under the poop, in the saloon, or cuddy as it used to be called, for which privilege a fare of about \$150 was charged. The following is a specimen saloon bill of fare: Soup, boiled cod with boiled potatoes, roast turkey, mashed turnips, roast and boiled potatoes, stewed chicken with macaroni, pie, hot rolls, sea pies and pickles, and plum pudding.

As has been seen, the crews of the old packet-ships were not noted for tender qualities. Many of them were Liverpool Irishmen, and Capt. Samuels says of them: "They were the toughest class of men in all respects, and could stand the worst weather, food and usage, and put up with less sleep, more rum and harder knocks than any other sailors." They would not sail in any other trade, and although unexcelled for making, or taking in sail, especially in bad weather, they were of little use in repairing the rigging, or sails, or any of the finer work of the sailor's trade, as this kind of thing was always done while the packets were in port.

The position of chief mate of a transatlantic packet-ship was not one for a weak or easy-going man. Courage and endurance were the important factors; to face the elements and contend with the crews required nerves of steel, and it used to be said "that no one was wanted as an officer of a packet who could not lick his weight in wild-cats." The cruelty practiced on some of those ships was simply outrageous; the worst ones were known as "wild packets." Like their crews, most of the captains and officers in the transatlantic trade confined themselves to it and seldom sailed elsewhere.

The first line of New York and Havre packets was founded in 1822 by Francis Depau, with the ships "Ste-phania," "Henry IV," "Helen Mar," etc. Other early Havre packets were the "Edward Quesnel," "Bayard," "Queen Mab," and "Charlemagne." The last named ship, built in 1828, was commanded by Capt. Addison



ARTICLES PRESENTED TO CAPTAIN RICHARDSON

Richardson, born in Salem in 1804, the son of Capt. William R. Richardson (born in Salem in 1769, died there in 1811), who was a charter member of the Salem East India Marine Society, Oct., 1799, and later was a contributor to the collections of the museum of that Society.

An engraving of the "Charlemagne," reproduced here, is from one of three oil paintings of that vessel by Frederic Roux, a noted marine painter of Havre, and given the Peabody Museum of Salem by Mrs. Kate S. Richardson of New York City in memory of her husband, Edward Richardson, son of Capt. Addison Richardson. Mrs. Richardson's valuable gift also included, among other things, a silver pitcher given Capt. Richardson by the cabin passengers of the ship "Charlemagne," Oct., 1835; a speaking trumpet, a silver plate, also presentations; a sextant and a spyglass presented Capt. Richardson by the cabin passengers of the ship "Duchesse d'Orleans" (a well known Havre packet) on her first trip from New York to Havre, in September, 1838. It was quite a common thing in those days for the cabin passengers to make such gifts to the captains of the ships they travelled on, and it was thought it would be interesting to group these articles together and reproduce them here.

The business of Francis Depau was continued by his sons-in-law, Fox and Livingston, who added to the old line the "Sylvie de Grasse," "Louis Philippe," and other ships. They later became the agents and principal proprietors of the New York and Havre Steam Navigation Co., running the U. S. Mail side-wheel steamers "Humboldt," "Franklin," "Arago," and "Fulton." A second Havre line was started in 1825 by Boyd and Hincken, with the packets "Charles Carroll," "Erie," "France," "Utica," "Oneida," "William Tell," "Baltimore," "Mercury," and "Rhone." This line was advertised in a Havre paper as follows: "Our ships are fast sailing, copper bottomed, copper fastened, and offer intending passengers all sorts of advantages, which include staterooms having locks and keys, a captain who speaks French, and French cooking."

Still another line of Havre packets was founded in 1832

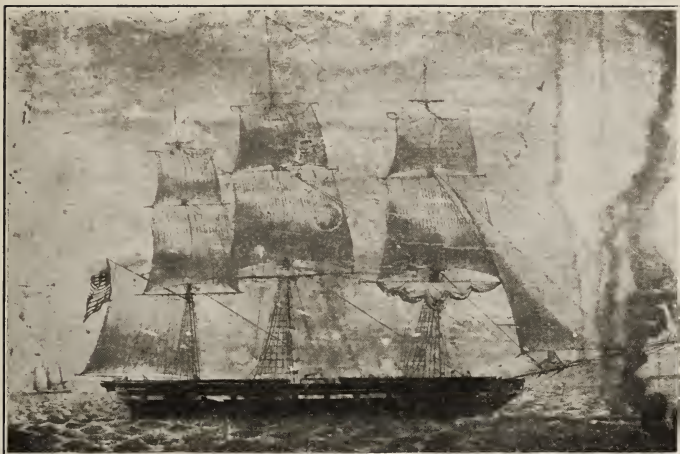
by William Whitlock, Jr., with the ships "Albany," "Duchesse d' Orleans," "Gallia," "Carolus Magnus," etc. Although the French are not an emigrating race, the various lines of Havre packets carried large numbers of emigrants from Switzerland and the Rhenish provinces. One of the best known of the later Havre packets was the ship "Jacob Bell," of 1400 tons, 200 feet long, belonging to Fox and Livingston; she made three passages from Havre to New York in 18 days.

The "Ocean Monarch," built at New York in 1856 (not to be confounded with another "Ocean Monarch" burnt outside Liverpool in 1848), was, as far as can be traced, the largest packet-ship. She measured 2145 tons and was 240 feet long.

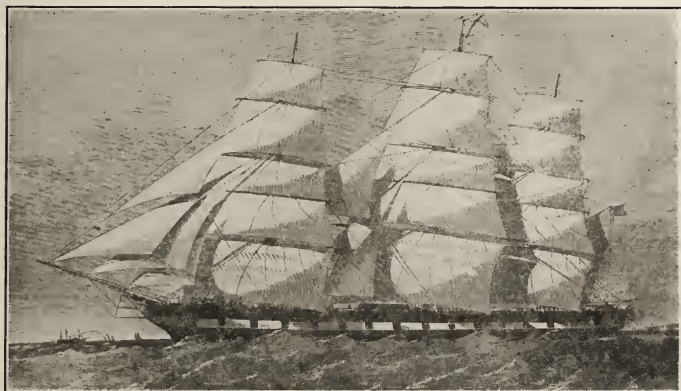
Another large ship designed for the transatlantic trade was the "City of Mobile," built at Greenpoint, L. I., in 1854, by Perrine and Stack. She was owned by Harbeck and Co. of New York, measured 1750 tons, 215 feet long, had three full decks, and was one of the first vessels equipped with double topsails, instead of the old-fashioned enormous single topsails that were so hard to handle. On her first voyage to England the "City of Mobile" carried 9000 quarters of wheat, besides a large amount of flour in barrels.

One of the best known packet-ship commanders was Capt. Edward Abeel. Capt. Abeel, who was a nephew of Charles H. Marshall, one of the owners of the Black Ball line, first went to sea in 1845 in the "Montezuma"; his first command was the packet-ship "New York," and he afterwards was in charge of the "Isaac Wright," "New World," and "James Foster, Jr.," until he retired in 1881, and during all this time never met with a serious accident, which speaks volumes for his skill, judgment and ability. Capt. Abeel died in Brooklyn, Aug. 24, 1918, at the advanced age of ninety-four.

One of the last surviving captains is W. W. Urquhart, also of Brooklyn; he went to sea in 1854, obtained his first command in 1861, and retired in 1882, having spent the whole period in the transatlantic trade. While in charge of the "Trimountain," in 1873, Capt. Urquhart became well known by reason of his rescuing in mid-



PACKET-SHIP "BOSTONIAN" BUILT IN 1854



PACKET-SHIP "CITY OF MOBILE" BUILT IN 1854

ocean the surviving passengers and crew of the French mail steamer "Ville-du-Havre," which had been run into by the sailing ship "Loch Earn" and went down in a few minutes.

The Civil War and the gradual increase of iron screw-propelled steamers, under the British and German flags, dealt the American packet lines a mortal blow, and by 1870 few of them were left. Besides the lines already mentioned, there existed the "Regular Line" to Antwerp from New York, running the ships "David Hoadley," "F. B. Cutting," etc., owned by Post, Smith & Co. of New York. Thomas P. Cope of Philadelphia started a line of packets between that port and Liverpool as early as 1807, and it continued in business for over half a century. Some of the best known of the Cope ships were:

"Lancaster,"	290 tons,	built in 1807.
"Tuscarora,"	349 tons,	built in 1810.
"Saranac,"	854 tons,	built in 1844.
"Wyoming,"	912 tons,	built in 1845.
"Tonawanda,"	1303 tons,	built in 1845.
"Tuscarora" II,	1449 tons,	built in 1848.

Most, if not all, these vessels were constructed by John Lynn and his descendants, well known Philadelphia ship-builders. There were also regular lines of packets plying between Baltimore and Charleston to Liverpool. All were under the American flag, and, as far as can be traced, the only packet line under a foreign flag was the Hamburg-American (afterwards the well known Hamburg-American S. S. Co.), started in 1847, with the ships "Deutschland," "Nordamerica," etc.

The last packet-ship actually designed for that service was the "Charles H. Marshall," of 1600 tons, built by William H. Webb at New York, in 1869, for the Black Ball line, and the last packet in actual service is thought to have been the "Ne Plus Ultra," 1300 tons, Capt. Borden, of Grinnell and Minturn's London line, in 1883, but they had given up carrying passengers ten years before.

JOURNAL OF SAMUEL HOLTEN, M. D.

WHILE IN THE CONTINENTAL CONGRESS, MAY, 1778,
TO AUGUST, 1780.

(Continued from Vol. LV, page 256.)

10. I dined with Dr Shippen and spent the evening with Gen^l Whipple, Dr Scudder, Mr Ellery & Mr Adams.

11. I bought a shay of Mich^l Laner & paid him £460 Mass^a currency. N. B. The shay is purchased on my own account & not charged to the state.

12. I dined with y^e President. I went & took a view of the lite horse on y^e common.

13. Colo. Palfry & Capt. Martin dined with us.

14. I wrote to M^{rs} Holten by the hon. Mr Adams.

15. I ride out with Mr Adams & took leave of him & he proceeded to Boston. I wrote to Colo. Hutchinson.

17. I walked out with Mr Gerry & Gen^l Rabadeau.

18. I have received information that Gen^l Ward¹ is elected a Delegate for Mass^a Bay in y^e room of Mr Edwards.

19. I dined with Mr Smith & Mr Fleming, 2 of the Delegates of the state of Virginia.

21. Colo. Peabody,² a delegate from New Hampshire, arrived.

22. Wrote to Samuel Freeman, Esq^r.

26. Gen. Mifflin called to see me this morning.

30. The President of Congress is indisposed & has not attended Congress this two days.

July 2. The vice President of this state, Doct^r Sheil from Ireland & Mr Hopkinson dined with us.

¹Artemas Ward (1748-1800), General of the army at the siege of Boston, a delegate from Massachusetts.

²Nathaniel Peabody.

3. I walked out with M^r Gerry.

4. Sabbath day. The anniversary of the independence of America. I attended public worship at Christ Church. M^r White preached from Romans, "Let every soul be subject unto the higher powers." At 12 o'Clock, attended at the Roman Cath^o church, by invitation from ye minister to sing *Te Deum* on ye occasion. In the afternoon I attended meeting at Doct^r Duffield's.

5. Congress adjourned at 12 o'clock & attended an oration, and at 4 o'clock dined at the city tavern with a number of other Gentlemen of the first character.

6. M^{rs} Clark & M^{rs} Dolley & all her boarders moved from 2d street in to Front street to Gen. Mifflin's house. I wrote to the Hon. M^r Gill.

7. Maj. Rice, aide-de-camp to Gen. Lincoln, arrived with dispatches from y^e Gen^l, but brought no new material.

9. Walked out with Colo. Peabody. I wrote to the Hon. Gen. Ward.

10. Congress ordered the money to be forwarded to Mass. Bay to exchange the emissions that are out of circulation.

12. The post brought me only one newspaper from Boston.

14. It is said the enemy have burnt Fairfield in Connecticut.

15. I attended the funeral of the Hon. Geo. Ross, Esq^r, at 9 o'Clock A. M. I rec'd by M^r Millet a letter from Colo. Hutchinson & M^{rs} Holten.

16. Congress sit late reading letters from y^e Hon. A. Lee, Esq^r. M^r Sargent, late from South Carolina, informs us of a battle between Gen. Lincoln & Gen. Provo which terminated in our favor.

17. We have another account from S. C. of a battle & terminating in our favor.

19. Congress received y^e account of Gen. Wayne's taking Stony Point.

21. Congress spent part of this day respecting a Portugal vessel taken by orders from Carter Broxten and have ordered prosecution against him.

22. There has been a private fast this day at y^e presbyterian churches in this city & at some others.

23. I dined with y^e President.
24. I took a walk with Colo Peabody.
26. Congress received a particular account of the taking of y^e fort at Stony Point.
27. Wrote to Hon. M^r Frost & Colo Hutchinson.
28. We have a report that the enemy have left South Carolina.
29. I took a walk with M^r Gerry & M^r Peabody.
31. M^r Duane, M^r Morris, M^r Randelf,¹ Gen. Mifflin & another Gentleman dined with us.
- Aug. 2. M^r Hopkins of Boston & M^r Benja^a Putnam of Medford drank tea with us.
3. I wrote to the Assessors of Danvers. M^r Uric, one of the council of this state, visited me.
4. By a vessel from Martinico we have an account of the Count d'Estang taking the Granadis & geting the better of Adm^r Byron, but it wants confirmation.
5. We have confirmation of yesterday's news. Great news if true.
6. Congress dismissed the Hon. M^r Deane from attending any further on Congress.
7. Congress received a letter from Gen. Washington informing of the enemies moving down the North River.
9. I received a letter from the Hon. M^r Cushing, M^r Gray, M^r Dole & M^r Kittell.
12. M^r Laurens, M^r Scudder & M^r Houston² dined with us.
14. I dined with M^r Laurens.
16. Rec'd a letter from M^r Cushing, M^r Avery & M^r Epes of Danvers.
17. I wrote to the Hon. M^r Cusling, Ellis Gray, Esq. & M^r Avery. I had a tooth drawn this day by M^r Phillips.
18. The Hon. M^r Root dined with us. Sir James Jay³ paid us a visit.

¹Edmund Randolph, delegate from Virginia, and later Governor of his State.

²William C. Houston, delegate from New Jersey, professor at Princeton College.

³Sir James Jay (1732-1815), brother of John Jay, studied medicine, and while soliciting funds for American colleges in England in 1772, was knighted by George III.

19. Colo. Partridge arrived here from Mass^{ts}, a delegate. This day I took my seat at the marine com^t, Congress having appointed me thereto.

20. The Hon. M^r Gerard drank tea with us.

21. Congress recommended an imbargo to the several states, to be continued to the 1st day of Jan^y next.

23. His most christian Majesty's birthday. We have accounts that Maj Lee has surprised a fort of y^e enemy and taken 160 prisoners. I rec^d a letter from M^r Gill, M^r Palmer & the Rev. M^r Wadsworth p^r Post.

24. I wrote to the hon. council of Mass^a Bay, to M^r Dale, Major Epes and M^{rs} Holten.

25. The Hon. M^r Uric visited me in my chamber.

28. I dined with M^r Smith. This day the prisoners taken at Paules Hook, said to be 158, arrived here & are lodged in y^e city goal.

29. Sabbath day. I attended public worship at D^r Duffield's. He preached from Matthew, "And cast ye the unprofitable servant into outer darkness, there shall be weeping and gnashing of teeth," and his discourse was very agreeable.

30. The accounts this day by y^e Post are that our fleet at Penobscot are all cut off by the enemy.

31. I wrote to Doct^r Foster.¹

Sept. 1. Congress resolved that no more than 200,000,000 dollars should be emitted.

2. The following gentlemen dined with us, viz., The president of Congress, The minister of France, The president of the state, M^r Laurens, M^r McKean, M^r Paca, M^r Matthews, Don Juan, Colo. Leviston, M^r Holker, secy to the min^r & Sir James Jay.

3. M^r Langdon, a delegate from New Hampshire, arrived here.

4. This morning about 1 o'Clock departed this life the Hon. W. H. Drayton, Esq^r, a member of Congress from S. Carolina, and his remains was interred this evening & Congress followed as morners with crape round their arms.

7. I wrote to J. Avery, Esq^r, M^r Kittell & Moses

¹Dr. Isaac Foster (1740-1781) of Charlestown, Mass., who was surgeon in the army and had charge of hospital work.

Preston. By some intelligence from the minis^r, I suppose we may expect two more commissioners from Great Britain.

8. I crossed the Delaware over to the Jersey shore. The land appeared to be flat and low. Several members of Congress went with me.

9. At evening I attended the marine com^t.

10. I spent part of the day upon the affairs of Vermont.

11. I dined with M^r Laurens & y^e Minist^r & several other Gentlemen of y^e first character.

14. I wrote to the Hon. Benj^a Greenleaf, Esq^r, Hon. Mich. Farley, Esq.

15. I met the medical committee at evening.

16. M^r Gerard came to take leave of us, but we were all from home.

17. M^r Gerard took formal leave of Congress. It is said d'Estang is off y^e coast.

21. The Chevalier de la Luzerne, Minister Plen^a from y^e Court of France arrived here from Boston.

22. I made a short visit to the new minister & welcomed him here. I dined with the President of Congress.

23. Congress spent part of the day upon the affairs of Vermont.

25. An express arrived here with the account that the Count Estaign arrived off Georgia the 5th instant. I wrote to M^{rs} Holten by Gen^l Whipple.

27. Congress appointed The Hon^{ble} J. Adams, Esq^r, to negotiate a Peace & the hon. M^r Jay, Minister Plenipotentiary to the Court of Spain.

28. I wrote to J^o Cooper. M^r Huntington¹ chosen President of Congress.

29. Congress made choice of the Hon. M^r Dana sec'y to the Hon. M^r Adams and the Hon. M^r Carmichael sec'y to M^r Jay & Colo. Laurens sec'y to D^r Franklin.²

30. It is said the enemy are about embarking a large number of their troops from New York.

¹Samuel Huntington (1732-1796) of Connecticut, a "Signer," and later Governor of the State.

²Benjamin Franklin.

Oct. 1. We have accounts this evening that Capt. Tayler has taken another load of Hessians.

2. I dined with the Hon. Mr Root & drank tea with the sec'y.

3. Sabbath day. I attend public worship at Mr Sprout's meeting and dined with him.

4. There has been a mob in this City today & I am informed that several are killed & a number wounded, & I fear it will not stop here.

6. Gen. Arnold applied to Congress for a guard & Congress informed him that his application should have been to the executive of the State.

7. A court of inquiry met here this day, respecting the persons killed a few days ago.

8. John Lowell, Esq^r, of Boston & Mr Cleavland of Salem arrived here.

9. I dined with Mr Laurens and about 12 more members of Congress. Mr Lowell & Mr Cleaveland came to board with us.

11. I rec'd a letter from Josiah Batchelder, Jr., Esq^r, & one from the Hon. D. Hopkins, Esq^r.

12. I wrote to General Count Pulaski.

13. I met a Committee this evening on Gen. Arnold's accounts.

14. Congress agreed to recommend to the states the 2^d Thursday of Dec^r next for a day of Thanksgiving.

15. I wrote to y^e Council of Mass^a Bay. I attended the tryal of the Spanish vessels.

16. We have a report that the enemy in Georgia are all made prisoners.

17. Sabbath day. Mr Guild preached in the forenoon & Mr Curklin in the afternoon.

18. I received a letter from Mr Kittell of Danvers, by the Post.

20. I met the Committee & we prepared a Proclamation for a day of General Thanksgiving.

21. I attended the committee on General Arnold's affairs.

22. I met the committee on the Post-office & y^e com^t of 12 & the com^t on Gen. Arnold's accounts.

23. Congress settled y^e Salarys of the new board of Treasury. I attended the com^t on the Post-office.

24. Sabbath day. I drank tea with the Governor of this state.

25. I rec'd a letter from Rev. M^r Wadsworth, The Hon. M^r Palmer, Colo. Hutchinson & M^r Stephen Needham.

26. I attended the marine Committee.

27. I received a letter from the hon. Sam^l Adams, Esq^r, by the hand of Doct^r Foster.

28. It is said the enemy have done much damage in the Jerseys.

29. Congress spent part of the day considering the Indian affairs.

30. I rode out with Mr. Peabody after sunset about two miles.

31. Sabbath day. D^r Hewing & M^r Sprout preached.

Nov. 1. Received a letter from M^r Avery, M^{rs} Holten & my daughter Sally.

2. I wrote to y^e Inhabitants of Danvers, to M^r Needham, M^r Warner, Colo. Hutchinson, M^r Avery, M^{rs} Holten & my daughter Sally.

3. Congress have done no business these two days past on account of the state of Connecticut not being represented, the Pres^t being from that state. I dined with the Hon. M^r Griffin.¹

4. We had the intelligence of the enemies leaving R. Island.

5. I attended the medical committee & the marine board.

6. The medical committee met in my chamber. M^r Lowell paid me a visit this evening.

8. I received a letter from the Hon^{ble} M^r Palmer. I wrote to the Hon. S. Adams & to Capt. Gardner of Salem by M^r Lowell & M^r Cleaveland.

10. We had the disagreeable news from Gen. Lincoln that our army have not succeeded against Savannah. The Hon. M^r Hughes,² one of the delegates from N. Carolina, deceased this morning.

¹Cyrus Griffin (1749-1810), delegate from Virginia, and later President of Congress and Judge of the United States District Court.

²Joseph Hewes (1730-1779), a "Signer."

11. I attended the Funeral of Mr Hughes.
12. Mr Wilson, formerly of Danvers, visited me.
13. The Hon. Mr Sharpe dined with us.
14. Sabbath day. Heard Mr Sprout in the forenoon, & in the afternoon at Mr White's, the Episcopal Church.
15. I dined with Dr Potts¹ & Bond with 2 of my Colleagues & the Gentlemen from New Hampshire.
16. I wrote to Mrs Holten, Mr Kittell & my daughter Polly.
17. Chevalier de la Luzern was admitted to a public audience with Congress & dined with Congress.
18. The Chevalier paid us a visit by leaving a card.
19. We had 7 Gent. dined with us. Congress passed several resolutions for regulating prices.
20. I dined with Mr Smith, my Colleagues, the Gentlemen from New Hampshire & Pres^t Reed dined with us.
21. I rec'd a letter from Joseph Hall, jun^r and Mrs Holten (No. 18) p. post. I wrote to Mr Lowell.
23. I wrote to Mrs Holten (No. 85).
24. I dined with Dr Shall.
25. I dined with the President.
30. I wrote to y^e hon. B. Greenleaf, Esq^r, J. Webster, Esq^r, Mr Hall & Mr Wiat.
- Dec. 1. Congress dined with the Minister of France. The dinner was grand & elegant.
3. The President of Congress drank tea with us.
4. Congress spent part of the day considering the commissary & Quartermasters departments.
6. Being ill, I have not been out today.
7. I wrote to the Rev. Dr Gordon. Being ill, I have not been out this day.
8. The Minister of France & about 10 other Gentlemen of the first character dined with us.
9. Thanksgiving. Attended at Dr Duffield's and Dr Ewing's.
10. I spent part of this day with the com^t on Gen. Arnold's accounts.
11. My health is much better.

¹Richard Potts, afterwards Governor of Maryland.

12. Sabbath day. Being summoned to attend Congress & the weather being wet prevented my attending public worship. I wrote to Mrs Holten by Mr Millet, who is going to Salem.

13. The Post from the eastward is not come in.

14. The post came in & brought me a certificate of my being appointed to represent the state for the year 1780. I wrote to Joseph Hall, Jun^r.

16. A year ago this day since I was taken sick.

17. The Hon. Mr Burke¹ & Jones² visited us in the evening. Colo. Laurens drank tea with us.

18. The Hon. Mr Floyd³ and Mr Hommedeau⁴ supped with us.

20. Gen. Washington informed Congress that the army is in great want of supplies.

21. I dined with the minister of France.

22. I wrote to the hon. Mr Hancock, by the post. I dined with the President of the State.

23. I met the medical com^t. Congress met early in the day.

24. Congress adjourned till Monday next, being Christmas tomorrow.

25. Christmas day. I attended meeting at the Roman Catholic Chh. in the forenoon & at the Episcopal church in the afternoon. I heard a good sermon in the afternoon. But I do not know what I heard in the forenoon.

27. I received a letter from y^e Hon. Mr Palmer & Mr Warner.

28. I wrote to Amos Putnam, Esq. & Mr Warner.

29. I dined with y^e President.

30. Gen. Folsom⁵ arrived here, a delegate from y^e state of N. Hampshire.

(To be continued.)

¹Thomas Burke (1747-1783), physician, native of Ireland, delegate from North Carolina, and later Governor of his State.

²Gen. Allen Jones of Halifax, North Carolina.

³William Floyd (1734-1821), delegate from New York.

⁴Ezra L' Hommedieu of New York.

⁵Nathaniel Folsom (1726-1790) of Exeter.

BEVERLY IN 1700. NO. 4.

BY SIDNEY PERLEY.

THIS article concerns that portion of Beverly lying between the ocean and a point northeasterly of Montserrat railroad station on the northerly side of Essex street, a distance of nearly two miles, and from the corner of Hale and Lothrop streets to Brackenbury lane and Boyle street, a distance of about a mile and a quarter.

The only elevations within this territory having names are Snake hill, which was so called as early as 1671, and Turtle hill.

Sawyer's plain was so called as early as 1682. This is where, in the first settlement of the Montserrat region, timber was sawn into lumber by hand.

Turtle pond was so called as early as 1673.

Sallows brook was called Cedar Stand brook in 1708, and it runs into Cedar Stand cove, which was so called as early as 1698. The bridge over this brook at the highway was called the new bridge in 1681; "the grate bridge nere seder stan" in 1682; and Sallows bridge in 1730. This neighborhood was called "Cedar stand" or "Sedar stand" as early as 1636.

Burgess' point was so called in 1884.

Hospital point was called Paul Thorndike's point in 1708, and Paul's point in 1797.

The ocean was called the sea in 1659; in river in 1671; ye sea or salt water in 1720; and the salt sea in 1760.

Ober's cove was called the salt water cove in 1745, and Ober's cove in 1758.

Mackerel cove was so called in 1671.

The oldest road in this region was what is now known as Hale street, which was the original highway from Salem to Cape Ann, having been formally laid out in 1646. It was called the country road in 1682; ye town highway

in 1690; ye highway which leadeth to Grace Woodbury, sr., his house in 1696; the country road that goes toward Manchester in 1708; Manchester road in 1729; the road to Manchester in 1750; the highway leading to Manchester in 1771; the road leading to Cape Ann in 1783; the road that leads from Essex bridge to Cape Ann in 1793; the highway leading from Beverly to Gloucester in 1795; and was named Hale street in 1838.

Ober street was a way from about 1645, but in course of time had become obstructed because of the uncertainty of its existence and location. Early in December, 1733, John Ober and others living on it petitioned the selectmen to lay it out as a town way "to accommodate them in going to meeting, &c."; but the request was refused, the selectmen stating to the county court, Dec. 20, 1733, their reasons for the refusal. Dec. 24, 1733, a large number of the people of Beverly petitioned the court, stating

That the Progenitors of some of ye Petitioners were near 90 years agoe Original Proprietors of the Ten Acres Lots in the place now caled Beverly & did by Comon Agreement & according to the usage of those times Allow & Maintain a Way as a free Town Highway from the place Where John Ober now dwelleth to the Gate since call'd Bakers Gate they being Owners of the soil which Way then and till Late was Us'd as a Town Way But thro the Unexactness & carelessness of those ancient times it was not recorded as such & the property of part of the adjacent soil being since alter'd some of the present proprietors wrongly supposing the property of the sd way chang'd likewise Presume to Stop it up, to the Unspeakable Damage & Loss of ye Petitioners, who together wth their wives Children & Families Can neither Stir from Home when att Home nor return thither again when abroad Even on their most Lawful Occasions without incurring the pains & sore penalties provided by Law for Trespassers whereby their affairs must soon come to Utter Ruin, Nay, When they are passing to the place of Pullick Worship in the most orderly Manner and wth never such pious Intentuons Your Petitioners are liable to be treated as Evil Doers. Notwithstanding w^{ch} provoking Grievances willing to proceed in a fair & Regular Manner Your Petitioners have applied to the Select Men of sd Town who utterly refuse them redress Relying therefore on y^r Honrs Justice & Compassion they hereby make knowh the sad state of their cases to you Humbly Imploring that by your favour their ancient & undoubted rights may be restored their free Passage to & from their Houses & Possessions secured & the sd Way made a Town Highway & y^r Petitioners shall ever Pray &c.

The committee to whom the matter was referred reported as follows :—

We the subscribers being appointed a Comittee for to Lay out a privet way in Beverly have proceeded as followeth beginning at Backers Gate neer Sallows Bridge and Laid out said way through the wide Saray Bacers Land thirteen Rod and one half a rod and throug Giden Bacers Land seventeen Rod and seven foot and through John Obers Land six Rod and six foot and through Joseph Morgans Land four Rod and six foot and through Joshua Biksef Land four Rod and eight feet and through Nathanel Black's Land eighteen Rods the holl Breadth twenty four feet wide from ye sd Gate to the midle of the way Latley allowed by the Town of Beverly being in the holl Length Sixty four Rods and twelve feet Bounded betwen every parcel of Land in ye Line betwen said Lands by stackes set in the Ground each side of said way twenty four feet distant from the other being the breadth of said way and have laid the said way out as the path now goes wites our Hands

SAMUEL KEMBALL
AARON BENNET
BENJAMIN ALLIN

BEVERLY September ye 18th, 1734

The town objected to laying out this way as a town road because it was an ancient highway and was not "of Publick advantage (as being a turn again way) leading only from Manchester Road to eight houses & back again, & serving only the Occasions of such as live in those Houses & of those who have Business with them."

John Lovett, aged sixty-six years, testified that he had known this way "above sixty years, for he used to go over it to School Daily, when he was about five years old, & it was then & has been ever since improved as an Highway, till within a few years past when it has been somewhat obstructed by the Prop^{rs} of the Land adjoyning." Sworn to March 15, 1735-6.

This road was called the road laid out by court in 1736; and the town highway leading to Ober's cove so called in 1832.

Woodbury street was in use quite early, though not laid out as a town way until about 1733, being called the way "Latley allowed by the Town of Beverly" in 1734. It was called ye way between the land of Thomas Woodbury and John Black's land in 1716; the way in 1727; the way leading from Manchester road to Woodbury's landing place so called in 1729; the highway which leads to the salt water at Woodbury's cove in 1761; the highway leading to Woodbury's beach in 1774; the lane lead-

ing to Woodbury's point in 1806; and it has been called Woodbury street since 1793.

Brackenbury lane was in existence as early as 1682, when it was called ye town highway leading to Mackerel cove. It was called Patch's lane in 1799; the town way to Patch's beach so called in 1800; and Brackenbury lane and Brackenbury street in 1856.

Cross street was laid out over Isaac Woodbury's land in the winter of 1678-9, being recorded as follows:—

A drift highway on the west side of Isaac woodberries barne the way being two pole wide and to run along by the said woodberries fence and soe unto snake hill and from the south side of snake hill unto the brooke that runs from Thomas Patches unto Nicholas Woodberries mill.

It was called ye lane which leadeth to John Pride's house in 1696; ye way that goes from the country road to Snake hill in 1701; ye lane that goes from ye country road that leads towards Manchester to ye house of widow Jane Pride in 1708; ye drift way in 1711; the town highway in 1721; Cross lane in 1805; and Cross street as early as 1871. That part of East Lothrop street which is easterly of Cross street was originally a part of the old Cross lane, being called a town way as early as 1688. It was called the highway which leads towards the house formerly Mr. William Pride's in 1836.

Essex street was originally the outlet to the common lands at Montserrat. It was called ye outlet way in 1682; ye highway in 1701; the highway that goeth from the Outlet gate northwards in 1705; "the road that leads from Effex Bridge thro a place in Beverly called Monsieurrat to Wenham in 1805; the road leading from Beverly to Essex in 1841; and Essex street as early as 1845.

Cole street was laid out April 21, 1686, the report of the committee which laid it out being as follows:—

wee whose names are vnder writen haue Laid out a high way that is to say from the Common at the out Lett through sawers plain tow pole wide and so through the land of william Cleaus along by the northeast side of the grauelly Ridg and so to the highway that coms from the fouth west side of Ifaac woodberys Orchard the said way beginning at John williams his corner of land

SAMUELL CORNING sen^r
JOHN HILL
JOHN LOUET
NEHEMIAH GROUER

It was called ye highway in 1697; an highway running from John Williams, sr.'s, dwelling house in 1701; the highway leading from the house of widow Sarah Morgan to ye house of John Williams, sr., in 1702. It has been called Cole street for many years.

Corning street was so called in 1853.

Lake Shore avenue was called Perkins avenue in 1874.

Thomas Sallows Lot. This lot was conveyed by Robert Pease to Henry Perey, for five pounds and ten shillings Nov. 30, 1652;¹ and Nicholas Bartlett of Salem, seaman, for nine pounds and ten shillings, conveyed it to John Sollas of Salem, mariner, Sept. 16, 1652.² John Sallows of Beverly, husbandman, for ten pounds, conveyed it to his son Thomas Sallows of Beverly, fisherman, Dec. 10, 1698.³ Thomas Sallows owned it in 1700; and he may have built a house upon it about that date.

John Hill House. Robert Lemon owned that part of this lot of land lying westerly of the dashes in 1655; and died possessed of it in 1667. The estate passed to his son-in-law Samuel Beadle, husband of his daughter Hannah; and Samuel Beadle of Salem, turner, conveyed it to John Hill of Beverly, cooper, August 14, 1676.⁴ Mr. Hill was born in Bristol county, England.

That part of the lot lying easterly of the dashes and the land adjoining on the easterly side was conveyed by Samuel Edson of Salem to William Browne of Salem, merchant, with the dwelling house and barn thereon, "on Cape Ann Side," Sept. 24, 1655.⁵ Mr. Browne conveyed this part of the premises to Zebulon and John Hill, brothers, both of Salem, June 30, 1659.⁵ Zebulon Hill, sr., of Salem, and John Hill, sr., of Beverly, coopers, divided the land, no house being mentioned, April 17, 1685;⁶ John Hill being assigned this part of the lot. Dea. John Hill was a cooper, and died Feb. 8, 1707-8. In the inventory of his estate is mentioned "The ruines of an old house," valued at thirty shillings. His widow Abigail

¹Essex Registry of Deeds, book 1, leaf 15.

²Essex Registry of Deeds, book 1, leaf 71.

³Essex Registry of Deeds, book 59, leaf 170.

⁴Essex Registry of Deeds, book 4, leaf 144.

⁵Essex Registry of Deeds, book 2, leaf 70.

⁶Essex Registry of Deeds, book 8, leaf 18.

Hill, as administratrix of his estate, conveyed to her cousin Cornelius Baker of Beverly, blacksmith, this lot with the right to remove "the old house" and barn standing thereon, in which her said husband had lived, Jan. 10, 1708-9.¹ The house was removed, probably immediately.

Zebulon Hill Lot. Samuel Edson of Salem conveyed to William Browne of Salem, merchant, this lot and other land adjoining on the westerly side, "on Cape Ann Side," Sept. 24, 1655;² and Mr. Browne conveyed the premises to Zebulon and John Hill, brothers, both of Salem, June 30, 1659.² Zebulon Hill, sr., of Salem, and John Hill, sr., of Beverly, coopers, divided the land, no house being mentioned, April 17, 1685;³ this part of the lot being assigned to Zebulon Hill. Zebulon Hill owned it in 1700.

John Black Lot. John Black owned this lot of land and lived in the house that then stood upon it in 1655. John Black, sr., of Beverly, husbandman, conveyed to his son-in-law Isaac Davis two acres at the northerly end of the lot in or before 1670; and Mr. Black conveyed the remainder of the lot to his son John Black of Beverly April 20, 1670.⁴ Isaac Davis of Beverly, husbandman, for eight pounds, conveyed his two acres to John Black, the younger, of Beverly, husbandman, Dec. 6, 1670.⁵ Probably the house stood only a few years after 1655. John Black, jr., owned the lot in 1700.

Thomas Woodberry House. That part of this lot of land lying westerly of the dashes was the property of Capt. Thomas Lathrop of Beverly as early as 1670, when he was living in the house which then stood thereon. Captain Lathrop was the commander of "The Flower of Essex," a military company, and with them was ambushed and massacred by the Indians at South Deerfield Sept. 18, 1675. He died childless, and his only heir was his sister Ellen (Eleanor), wife of Ezekiel Cheever of Boston, the

¹Essex Registry of Deeds, book 28, leaf 44.

²Essex Registry of Deeds, book 2, leaf 70.

³Essex Registry of Deeds, book 8, leaf 18.

⁴Essex Registry of Deeds, book 3, leaf 140.

⁵Essex Registry of Deeds, book 3, leaf 141.

famous schoolmaster. By order of the quarterly court at Salem this land and house were assigned to Captain Lathrop's widow Bethiah for her life and at her death to the town of Beverly, "as," as he once said, "a token of my love," for the use of the ministry in Beverly forever, June 27, 1676.¹ This decision was submitted to the general court for its approval, and duly approved May 19, 1680.² Mrs. Lathrop married Joseph Grafton of Salem, mariner, and lived here. Mr. Cheever appointed his son Thomas Cheever of Malden his attorney to lease to Robert Coburne the housing and land, for eight pounds per annum, May 2, 1681;³ and, Oct. 28, 1681, Mr. Cheever conveyed the house, barn, orchard and land to Thomas Woodberry of Beverly, mariner.⁴ Mrs. Cheever released the housing and land to Mr. Woodberry Dec. 7, 1686.⁵ Mr. Woodberry gave a deed of a part of this lot July 19, 1708, in which he states that it is "to take in y^e ground on which Cap^t Lathrops house once stood." So the house was then gone.

That part of the lot lying easterly of the dashes belonged to Thomas Woodberry in 1681 and 1700.

That part of the lot lying northerly of the dashes was a part of Captain Lathrop's plain.

Peter Wolfe Lot. This lot of land belonged to Peter Wolfe in 1667, and he died possessed of it in 1675. He was a yeoman. His house and orchard with his eight acres of land were then appraised at sixty-eight pounds. Peter Wolfe, probably son of Peter Wolfe, is named as owning this lot of land in 1700.

John Ober House. Susannah Hollingworth of Salem, widow, conveyed this lot of land to Humphrey Woodbury of Salem, yeoman, Dec. 2, 1667;⁶ and he died possessed of it in 1686. His son Humphrey Woodbury came into

¹Records and Files of the Quarterly Courts of Essex County, volume VI, page 170.

²Copies of several papers in the settlement of the estate of Captain Lathrop, on file in the Massachusetts State Archives at Boston, are printed in the Historical Collections of the Essex Institute, volume 2, pages 131 and 177, and volume 3, page 65.

³Essex Registry of Deeds, book 6, leaf 32.

⁴Essex Registry of Deeds, book 6, leaf 34.

⁵Essex Registry of Deeds, book 7, leaf 94.

⁶Essex Registry of Deeds, book 3, leaf 23.

possession of it; and built (perhaps his father had built) a house thereon. Humphrey Woodbery, late of Beverly, now of Gloucester, mariner, conveyed to John Ober of Beverly, mariner, the dwelling house, barn, orchard and eleven acres of land May 5, 1698.¹ Mr. Ober died May 29, 1744. The house, barn, cooper's shop and land were then appraised at one hundred and twenty-four pounds. The house faced the south. Apparently the house was standing in 1758.

Estate of Paul Thorndike House. "Mr. Thorndike" owned this lot of land in 1667. Capt. Paul Thorndike of Beverly, yeoman, owned the house and lot in 1697; and died possessed of the estate in 1698. The forty acres of the homestead land with the buildings thereon was appraised at two hundred pounds. The real estate was divided Dec. 3, 1701, and his son Paul Thorndike of Beverly, husbandman, succeeded Mr. Thorndike in the title. Paul Thorndike, jr., died Feb. 14, 1742; and the real estate was divided in 1743. How much longer the house stood is uncertain.

Dorcas Symmes Lot. Richard Brackenbury of Beverly conveyed to his son John Brackenbury of Boston, mariner, this lot of land Sept. 1, 1682;² and John Brackenbury of Charlestown, mariner, in consideration of love, conveyed it to his daughter Dorcas Brackenbury March 24, 1690.³ Miss Brackenbury married Zachariah Symmes of Charlestown, and owned the lot in 1700.

Isaac Woodbury House. This lot of land was the property of Thomas Lathrop of Beverly as early as 1670. He was the commander of "The Flower of Essex," a military company, and with them was ambushed and massacred by the Indians at South Deerfield Sept. 18, 1675. He died childless, and his only heir was his sister Ellen (Eleanor), wife of Ezekiel Cheever of Boston. By order of the quarterly court at Salem this land was assigned to Captain Lathrop's widow Bethiah for her life and at her death to Mrs. Cheever. Mr. Cheever conveyed it to Thomas Woodberry of Beverly, mariner, Oct. 28,

¹Essex Registry of Deeds, book 18, leaf 120.

²Essex Registry of Deeds, book 6, leaf 63.

³Essex Registry of Deeds, book 12, leaf 117.

1681.¹ John Black of Beverly, yeoman, owned it June 22, 1698, when he conveyed it to his daughter-in-law Mary Williams, widow of Anthony Williams of Beverly.² She had built a dwelling house upon the lot; and, for fifty-five pounds paid by Mary Woodbury, wife of Isaac Woodbury, sr., of Beverly, mariner, she conveyed the house, barn and land to Mrs. Woodbury's son Isaac Woodbury, jr., of Beverly Jan. 24, 1698-9.³ How long the house stood after 1700 is unknown to the writer.

John Black Lot. This lot of land was owned by Capt. Thomas Lathrop of Beverly in 1671. He was killed by the Indians at South Deerfield Sept. 18, 1675. He died childless, and his only heir was his sister Ellen (Eleanor), wife of Ezekiel Cheever of Boston. Mr. Cheever conveyed this lot to Thomas Woodberry of Beverly, mariner, Oct. 28, 1681.¹ This is probably the four acres of upland and meadow which John Black of Beverly, yeoman, delivered to his son-in-law Robert Sallows in the latter's lifetime, and that John Black conveyed to Robert Sallows' own sisters Hannah Groves, Mary Williams and Sarah Stevens for a legacy given to said Robert Sallows, jr., in the will of his father Robert Sallows, June 22, 1698.⁴

John Sollas House. That part of this lot of land lying northwesterly of the dashes belonged to John Sollas of Salem, seaman, in 1660.

That part of the lot lying northeasterly of the dashes was conveyed by John Pickett of Stratford, Conn., late of Salem, husbandman, to John Solas, with the house and barn thereon, March 18, 1660-1.⁵

Mr. Sollas became a yeoman, and died possessed of the estate March 9, 1707-8, at eighty years of age. The estate became the property of his grandson Joseph Sallis of Methuen, yeoman, who, for one hundred and ten pounds, conveyed the dwelling house and land adjoining to Thomas Hardee of Beverly, coaster, Feb. 23, 1736-7.⁶ Thomas

¹Essex Registry of Deeds, book 6, leaf 34.

²Essex Registry of Deeds, book 13, leaf 119.

³Essex Registry of Deeds, book 13, leaf 72.

⁴Essex Registry of Deeds, book 15, leaf 93.

⁵Essex Registry of Deeds, book 2, leaf 16.

⁶Essex Registry of Deeds, book 72, leaf 245.

Harde, jr., of Bradford and wife Mary, for one hundred and sixty pounds, conveyed the same estate to Jonathan Hart of Beverly, mariner, July 13, 1743;¹ and Mr. Hart became a yeoman. He conveyed the house, barn and land, for one hundred pounds, to Ebenezer Peirce of Salem, mariner, Oct. 15, 1783.² Mr. Pierce died; and his widow Lydia Pierce, as administratrix of his estate, for fifty-eight pounds, conveyed the house and land to Mrs. Mary Moulton of Beverly Dec. 10, 1787.³ The writer does not know how much longer the house stood.

William Woodbury Lot. That part of this lot of land lying within the dashes at its northerly corner was conveyed to him by the town of Beverly Oct. 23, 1682.⁴

The remainder of the lot belonged to Mr. Woodbury at that time.

He owned the entire estate in 1700.

Estate of Richard Woodbury Lot. This lot of land belonged to Richard Woodbury in 1692, and it was the property of his father Humphrey Woodbury, probably, before him. Richard Woodbury died in Boston, on his return from service in the Canada Expedition, in 1690. In his will, he devised one-half of his estate to his wife Sarah Woodbury and the other half to his sons Richard, Josiah and David. The widow married, secondly, John Poole, and removed to Gloucester. The place belonged to the estate in 1700.

This estate was probably the twenty acres of land, with the dwelling house, which was conveyed, for sixteen pounds, by Guydo Bayly of Salem, gardener, to Humphrey Woodbery of Salem, fisherman, Oct. 11, 1652.⁵

John Hill Lot. This tract of land was a part of the lot granted by the seven men of Salem to Samuel Edson Aug. 10, 1642; and he conveyed it to William Browne of Salem, merchant, Sept. 24, 1655.⁶ Mr. Browne conveyed it to Zebulon Hill and John Hill, both of Salem, June 30, 1659.⁶ They were coopers; and they divided the lot

¹Essex Registry of Deeds, book 84, leaf 274.

²Essex Registry of Deeds, book 142, leaf 310.

³Essex Registry of Deeds, book 151, leaf 27.

⁴Essex Registry of Deeds, book 7, leaf 5.

⁵Essex Registry of Deeds, book 1, leaf 16.

⁶Essex Registry of Deeds, book 2, leaf 70.

April 17, 1685, John having the westerly part and Zebulon the easterly.¹ Dea. John Hill owned his part in 1700.

Zebulon Hill Lot. This tract of land was a part of that which was granted by the seven men of Salem to Samuel Edson Aug. 20, 1642; and he conveyed it to William Browne of Salem, merchant, Sept. 24, 1655.² Mr. Browne conveyed it to Zebulon Hill and John Hill, both of Salem, coopers, June 30, 1659.² They divided the lot April 17, 1685, John having the westerly part and Zebulon the easterly.¹ For twenty pounds, Zebulon conveyed his part of the lot to his son Zebulon Hill of Salem, mariner, Sept. 9, 1690.³ Zebulon Hill, jr., died just before 1700, when it belonged to his estate.

Joshua Bisson Lot. This lot of land was early the property of Capt. Thomas Lathrop of Beverly, who was killed by the Indians at Deerfield Sept. 18, 1675. He died childless, and his only heir was his sister Ellen (Eleanor), wife of Ezekiel Cheever of Boston. Mr. Cheever conveyed it to Thomas Woodberry of Beverly, mariner, Oct. 28, 1681;⁴ and Mrs. Cheever released it to Mr. Woodberry Dec. 7, 1686.⁵ For nineteen pounds, Mr. Woodberry conveyed it to Joshua Bisson of Beverly, joiner, Nov. 3, 1693;⁶ and Mr. Bisson owned it in 1700.

Cornelius Baker Lot. This lot of land was early the estate of Capt. Thomas Lathrop of Beverly, who was killed by the Indians at Deerfield Sept. 18, 1675. He died childless, his only heir being his sister Ellen (Eleanor), wife of Ezekiel Cheever of Boston. Mr. Cheever conveyed it to Thomas Woodberry of Beverly, mariner, Oct. 28, 1681;⁴ and Mrs. Cheever released it to Mr. Woodberry Dec. 7, 1686.⁵ For twenty-one pounds, Mr. Woodberry conveyed it to Cornelius Baker of Beverly, blacksmith, April 13, 1692;⁷ and Mr. Baker owned it in 1700.

John Higginson Lot. This lot of land was early the property of Capt. Thomas Lathrop of Beverly; and he

¹Essex Registry of Deeds, book 8, leaf 18.

²Essex Registry of Deeds, book 2, leaf 70.

³Essex Registry of Deeds, book 8, leaf 170.

⁴Essex Registry of Deeds, book 6, leaf 34.

⁵Essex Registry of Deeds, book 7, leaf 94.

⁶Essex Registry of Deeds, book 13, leaf 116.

⁷Essex Registry of Deeds, book 19, leaf 65.

was killed by the Indians at Deerfield Sept. 18, 1675. He died childless, his only heir being his sister Ellen (Eleanor), wife of Ezekiel Cheever of Boston, schoolmaster. Mr. Cheever conveyed it to Thomas Woodberry of Beverly, mariner, Oct. 28, 1681;¹ and Mrs. Cheever released it to him Dec. 7, 1686.² Mr. Woodberry conveyed it to John Higginson, jr., of Salem, merchant, Oct. 27, 1696;³ and Mr. Higginson owned it in 1700.

John Giles Lot. This lot of land belonged to Capt. Thomas Lathrop of Beverly, who was killed by the Indians at Deerfield Sept. 18, 1675. He died childless, his only heir being his sister Ellen (Eleanor), wife of Ezekiel Cheever of Boston, schoolmaster. Mr. Cheever conveyed it to Thomas Woodberry of Beverly, mariner, Oct. 28, 1681;¹ and Mrs. Cheever released it to him Dec. 7, 1686.² Mr. Woodberry probably conveyed it to John Giles in or before 1696; and it belonged to him in 1700.

Isaac Woodbury Lot. This lot of land belonged to Capt. Thomas Lathrop of Beverly, who was killed by the Indians at Deerfield Sept. 18, 1675. He died childless, his only heir being his sister Ellen (Eleanor), wife of Ezekiel Cheever of Boston. Mr. Cheever conveyed it to Thomas Woodberry of Beverly, mariner, Oct. 28, 1681;¹ and Mrs. Cheever released the lot to him Dec. 7, 1686.²

That part of the lot lying northerly of the dashes was conveyed by Mr. Woodberry to his brother Isaac Woodbury of Beverly, mariner, Oct. 20, 1690.⁴

That part of the lot lying southerly of the dashes was conveyed by Thomas Woodberry to John Giles, sr., of Beverly, yeoman, before May 6, 1695, when the latter conveyed it, for twenty-four pounds in silver, to Isaac Woodbury.⁵

Isaac Woodbury owned the entire lot in 1700.

Joseph Pride Lot. This lot of land belonged to Capt. Thomas Lathrop of Beverly, who was killed by the Indians at Deerfield Sept. 18, 1675. He died childless, his

¹Essex Registry of Deeds, book 6, leaf 34.

²Essex Registry of Deeds, book 7, leaf 94.

³Essex Registry of Deeds, book 11, leaf 198.

⁴Essex Registry of Deeds, book 9, leaf 41.

⁵Essex Registry of Deeds, book 12, leaf 47.

only heir being his sister Ellen (Eleanor), wife of Ezekiel Cheever of Boston. Mr. Cheever conveyed it to Thomas Woodberry of Beverly, mariner, Oct. 28, 1681;¹ and Mrs. Cheever released it to him Dec. 7, 1686.² Mr. Woodberry conveyed it, for thirteen pounds, to Joseph Pride of Beverly Nov. 6, 1693;³ and Mr. Pride owned it in 1700.

John Pride House. The town of Beverly granted this half-acre lot of land to John Pride of Beverly, mariner, Nov. 5, 1678, and it was laid out Dec. 10, 1689. He built upon it a house in which he lived. He died in the spring of 1730, intestate. His real estate consisted of this lot of land with "some orchard on it," valued at fourteen pounds, and "an old house Standing on S^d Land not Inhabited," valued at one pound and eleven shillings. The house was gone soon afterward probably.

Robert Woodbury House. Isaac Woodbury, sr., of Beverly, mariner, conveyed this house and land, which was his homestead, to his son Robert Woodbury of Beverly, mariner, June 3, 1698;⁴ and the house was apparently gone before 1742, when the land was still owned by Captain Woodbury.

John Thorndike House. This lot of land belonged to John Thorndike as early as 1668, and he died in the autumn of 1670, having in his will devised the land to his son Paul Thorndike, who was a yeoman. For seventy pounds, Capt. Paul Thorndike conveyed it to William Browne of Salem, merchant, Nov. 19, 1690.⁵ It became the property of Captain Thorndike's son John Thorndike of Beverly, husbandman, who probably built the house now standing thereon about 1696, when he became of age. Capt. John Thorndike died March 13, 1760; and his heirs released their interest in the estate to his grandson Isaac Thorndike and Joseph Rea, who had married a granddaughter of the deceased. This part of the homestead became the property of Mr. Rea. He lived here; and, for four hundred pounds, conveyed the house, barn

¹Essex Registry of Deeds, book 6, leaf 34.

²Essex Registry of Deeds, book 7, leaf 94.

³Essex Registry of Deeds, book 14, leaf 164.

⁴Essex Registry of Deeds, book 15, leaf 68.

Essex Registry of Deeds, book 8, leaf 183.

and ten acres of land to his son Isaac Rea of Beverly, mariner, Aug. 13, 1788.¹ Isaac Rea conveyed the estate, for three hundred pounds, to Ebenezer Rea of Beverly, mariner, Feb. 21, 1795.² Ebenezer Ray lived here, being a yeoman. He died Nov. 11, 1843, and his house, barn and six acres of land were appraised at nine hundred and fifty dollars. His heirs released their interest in one-half of the homestead to his daughter widow Hitty Foster of Beverly March 20, 1844;³ and on the same day they released the other half to his daughter Mary Ray of Beverly, singlewoman.⁴ Mary Ray married Elisha Woodbury of Beverly, and, for two hundred and ninety dollars, conveyed to James Allen of Beverly one-half of the homestead April 22, 1872;⁵ and Mehitabel Foster died possessed of her half March 23, 1891. Her heirs, James Allen, jr., Ezra F. Allen, Augusta Prince and her husband Augustus B. Prince, widow Mary Ober, Emma F. Smith, Etta Brower, singlewoman, Caroline F. Williams, widow, and Philip S. Haskell, guardian of Alice S. Haskell, all of Beverly, for four hundred dollars, conveyed her half of the estate to James Allen, who owned the other half, May 8, 1891.⁶ Mr. Allen was a brother-in-law of the deceased. He died Feb. 15, 1899; and in the inventory of his estate "The old Ray dwelling house" and land were appraised at one thousand dollars. His heirs, James Allen and Ezra F. Allen, Augustus Prince, Mary A. Ober, Emma F. Smith and Mary E. Swan, all of Beverly, conveyed the estate to Patrick J. Sullivan of Beverly May 23, 1901.⁷ Mr. Sullivan mortgaged the estate to the Beverly Savings Bank; and the mortgage was foreclosed by the bank by sale to Charles F. Lee of Beverly Aug. 27, 1906.⁸ Mr. Lee conveyed the land and buildings to Charles H. Tyler of Boston Sept. 5, 1906;⁹ and Mr. Tyler still owns the ancient house.

¹Essex Registry of Deeds, book 147, leaf 266.

²Essex Registry of Deeds, book 163, leaf 136.

³Essex Registry of Deeds, book 343, leaf 66.

⁴Essex Registry of Deeds, book 343, leaf 67.

⁵Essex Registry of Deeds, book 870, leaf 93.

⁶Essex Registry of Deeds, book 1309, page 499.

⁷Essex Registry of Deeds, book 1641, page 457.

⁸Essex Registry of Deeds, book 1838, page 99.

⁹Essex Registry of Deeds, book 1838, page 101.

Dorcas Symmes Lot. Richard Brackenbury of Beverly owned this lot of land in 1688; and he conveyed it to his son John Brackenbury of Boston, mariner, Sept. 1, 1682.¹ John Brackenbury removed to Charlestown, and, for love, conveyed it to his daughter Dorcas Brackenbury March 24, 1690.² She married Zachariah Symmes of Charlestown, and owned the lot in 1700.

Jonathan Boiles Lot. This lot of land was conveyed by Capt. Paul Thorndike of Beverly, for twenty-two pounds, to Jonathan Boiles of Beverly, weaver, Dec. 3, 1688;³ and Mr. Boiles owned it in 1700.

Thomas Woodberry Lot. This lot of land early belonged to Capt. Thomas Lathrop of Beverly, who was killed by the Indians at Deerfield Sept. 18, 1675. He died childless, his only heir being his sister Ellen (Eleanor), wife of Ezekiel Cheever of Boston, schoolmaster. Mr. Cheever conveyed it to Thomas Woodberry of Beverly, mariner, Oct. 28, 1681;⁴ and Mrs. Cheever released it to him Dec. 7, 1686.⁵ Mr. Woodberry owned it in 1700.

Richard Brackenbury Lot. Richard Brackenbury owned this lot in 1679 and 1700.

George Hull Lot. This lot of land was part of the twenty-acre lot of John Patch of Beverly, which was conveyed by him to Samuel Knolton of Ipswich, husbandman, July 1, 1671.⁶ Mr. Knowlton conveyed it to George Hull of Beverly, cooper, Nov. 27, 1679;² and Mr. Hull owned it in 1700.

William Cleaves Lot. That part of this lot of land lying southeasterly of the dashes was part of the twenty-acre lot of John Patch of Beverly, which was conveyed by him to Samuel Knolton of Ipswich, husbandman, July 1, 1671.⁶ Mr. Knowlton conveyed it to George Hull of Beverly, cooper, Nov. 27, 1679;⁷ and on the next day Mr. Hull, for eleven pounds and twelve shillings in sil-

¹Essex Registry of Deeds, book 6, leaf 63.

²Essex Registry of Deeds, book 12, leaf 117.

³Essex Registry of Deeds, book 9, leaf 32.

⁴Essex Registry of Deeds, book 6, leaf 34.

⁵Essex Registry of Deeds, book 7, leaf 94.

⁶Essex Registry of Deeds, book 9, leaf 178.

⁷Essex Registry of Deeds, book 7, leaf 8.

ver, conveyed this portion of the lot to William Cleaves of Beverly, seaman.

That part of the lot lying northwesterly of the dashes was conveyed by Paul Thorndike of Beverly to Robert Bradford Feb. 26, 1682;¹ and Mr. Bradford apparently conveyed it to Mr. Cleaves.

Mr. Cleaves owned the entire lot in 1700.

John Williams House. John Williams of Beverly, fisherman, owned this lot of land in 1675, apparently having purchased it of Capt. Paul Thorndike. For seven pounds and sixteen shillings, he conveyed it, with a small dwelling house thereon, to William Hirst of Salem, merchant, Aug. 21, 1697.² This conveyance was probably a mortgage. The house was standing and belonging to John Williams, sr., in 1702.

John Knight House. Samuel Corning, sr., of Beverly, yeoman, owned this lot of land before March 7, 1673-4, when he conveyed it to John Knight, jr., of Beverly, carpenter.³ Mr. Knight built a house and barn thereon, and lived there. For fifty pounds, paid to him and his father, John Knight, he conveyed the estate to Robert Brimsdon of Boston, merchant, probably in mortgage, May 8, 1675.⁴ Captain Knight removed to Manchester, and, for sixty-three pounds, conveyed the dwelling house and land to Sarah Morgan, widow of Samuel Morgan, jr., late of Beverly, cooper, April 17, 1701.⁵ The house was standing and the property of Mrs. Morgan in 1702.

William Clark House. This lot of land belonged to William Clark of Beverly, fisherman, in 1677, and he probably built a house thereon soon afterward. He lived here until he conveyed the land with the house and barn thereon to his son Samuel Clark of Beverly, weaver, and his wife Susannah March 21, 1717-8.⁶ The house was apparently gone before 1729.

William Cleaves House. That part of this lot lying easterly of the dashes was conveyed by Nathaniel Stone

¹Essex Registry of Deeds, book 7, leaf 3.

²Essex Registry of Deeds, book 12, leaf 100.

³Essex Registry of Deeds, book 14, leaf 116.

⁴Essex Registry of Deeds, book 4, leaf 115.

⁵Essex Registry of Deeds, book 14, leaf 157.

⁶Essex Registry of Deeds, book 33, leaf 147.



JOHN THORNDIKE HOUSE

of Beverly, yeoman, to William Cleaves of Beverly, fisherman, Nov. 1, 1677;¹ and Mr. Cleaves built a house thereon immediately.

That part of the lot lying westerly of the dashes was granted to Mr. Cleaves by the town of Beverly Nov. 5, 1678.

Mr. Cleaves owned the entire estate in 1700.

John Thorndike Lot. Capt. Paul Thorndike owned this lot of land, and died possessed of the same in 1698; and it belonged to his son John Thorndike in 1700.

Estate of William Livermore House. This lot of land was conveyed by John Raiment, sr., of Beverly, yeoman, for twenty-five pounds, to William Livermore of Beverly, planter, May 25, 1671.² Mr. Livermore lived here until his decease about 1691. The estate passed to Thomas Whittridge about 1700.

On the northerly side of this lot was half an acre of land, which the town of Beverly granted to Mr. Livermore as an addition to his houselot March 28, 1671.

Andrew Elliott Lot. This lot of land was granted by the town of Beverly to Lt. Andrew Elliott Jan. 21, 1689-90; and he owned it in 1700.

¹Essex Registry of Deeds, book 5, leaf 14.

²Essex Registry of Deeds, book 4, leaf 56.

ABRAHAM HOWE AND SOME OF HIS DESCENDANTS.

BY M. V. B. PERLEY.

ABRAHAM HOWE was born in England, and went to Roxbury with his wife about 1636. He located on the road to the Neck, his lands adjoining those of his brother James,¹ and his house and lot were paled in.

He was confirmed a member of the church 14. 3m. 1654; was a weaver by trade; fined ten shillings for harboring a stranger; was constable; frequently fence-viewer; on various committees, such as, to collect a penny per acre to build more road gates; on fences including "down to the river;" in 1659 to report the number of acres under cultivation; etc. He owned a swamp on the road to the fresh meadows; 50 acres in the great lots, and in 1657 was joint owner of a thousand acres in Dedham.²

He married "a godly woman," who died the "first week" (10), 1645. He married again. His will was made 26 May, 1676, and proved 2 Nov., 1676; and his executors were his son Israel and (perhaps son-in-law) Thomas Pearce. His sons Abraham, Isaac and Israel had his Dorchester estate.

Children:—

2. ABRAHAM, b. —; "the oldest son."
3. ELIZABETH, b. —; joined church; m. and had children.
4. SARAH, b. —; m. and had Joseph, Isaac, Sarah; d. 25 Nov., 1675.
5. ISAAC, b. 24 June, 1639, in Roxbury.

¹For an account of James Howe and his descendants see Essex Institute Historical Collections, vol. LIV.

²Abraham Howe of Roxbury is said to have been early in Ipswich. There is a deed dated London, Eng., June 1, 1655, conveying land at the Farms, Ipswich, wherein Abraham Howe is named as one of the owners of adjoining land.

6. DEBORAH, b. 2 or 4 Sept., 1641, in Roxbury; m. 25 Feb., 1673, Joseph Skilton.
7. ISRAEL, b. 7 and bp. 14 July, 1644, in Roxbury.
8. HESTER or ESTHER, b. —; m. first, Henry Mason; second, John Sears. Her will,¹ Woburn, 2 March, 1679-80, calls Isaac Howe brother, and speaks of sister Deborah Skelton and brother Abraham's son Abraham. One paper calls Abraham Howe cousin to Mason, and another says Abraham called Goodman Sears and wife cousins. James Howe, Sr. (aged about 80, 1681), called Goodman Sears and wife cousins. This seems to make brothers of the two men, Abraham and James, who took the freeman's oath together in 1637 and lived contiguously.

2. ABRAHAM HOWE, born —, "the eldest son;" a merchant in Boston, where he died "20th," and was buried in Roxbury 21 (9), 1683. His inventory, 3 Dec., 1683, was £323, 18s. 9d.

Children:—

9. ABRAHAM, b. 27 Mar., 1653, in Roxbury.
10. ISAAC, bp. 30 (1), 1656.

5. ISAAC HOWE, born in Roxbury, 24 June, 1639; died in Dorchester 11 or 15 Sept., 1714. He married Hannah —, who had been a member of the Ipswich church and who died in Dorchester, 20 Dec., 1728.

Children:—

11. ISAAC, b. 7 July, 1678.
12. ABRAHAM, b. 7 April, 1680.
13. SAMUEL, b. 17 June, 1685; d. 4 Dec., 1688-9.
14. HANNAH, b. 18 Mar., 1688-9.

7. ISRAEL HOWE, born in Roxbury, 7 July, 1644; took the freeman's oath 2 Dec., 1680. He had liberty, 1676-7, to take a load of "clabords" from the Common swamp. In 1680-81 he was tithingman, and was several years fence-viewer. One Town rate met with was 4s. 10d. He had a wife Tabitha in 1695. His home was in Dorchester.

Children:—

15. ISRAEL, b. 24 Sept., 1676.
16. SUSANNAH, b. 11 Nov., 1678.

¹Quarterly Court Records, vol. 34, p. 115; vol. 36, pp. 70-72.

17. JOHN, b. 18 Sept., 1681.
18. JAMES, b. 14 Nov., 1683.
19. NATHANIEL, b. 27 Mar., 1686. Had: Joshua, b. Dorchester, to Nath. and wife Sarah, 28 Feb., 1720.
20. JOSEPH, b. 22 —, 1688-9.
21. TIMOTHY, b. 6 July, 1691.
22. DAVID, b. 19 April, 1695.
23. ZERUIAH.

9. ABRAHAM HOWE, baptized in Roxbury 25 Sept., 1653; died there 15 (7), 1683. He married Sarah —, who, before 1688, married, second, Samuel Knight. He was a farmer and joined the church 24 (1), 1678.

Children, born in Roxbury:—

24. SARAH, b. 8 Dec., 1676; d. 22 Sept., 1724.
25. ELIZABETH, b. 23 Nov., 1678.
26. ABRAHAM, bp. 2 (11), 1680.
27. ABIGAIL, b. 27 Mar., 1682; d. 12 Jan., 1684.

10. ISAAC HOWE, baptized in Roxbury 30 March, 1656; had 35 acres in the second range of lots; joined the church 31 Oct., 1686. He married 11 May, 1685, Rebecca How, daughter of James, r., of Ipswich. She was a widow of Charlestown, 18 May, 1719, when she deeded her interest in her grandfather William Jackson's estate to David Foster. She was alive in Stoneham, 26 Feb., 1733-4. His will was drawn 7 July, 1711, and "lodged" 22 Feb., 1717.

Children:—

28. ISAAC, b. "Howe" 31 (8), and bp. "How" 7 (9), 1686, in Roxbury.
29. ABRAHAM, b. 24 Oct., 1689, in Roxbury; joined the church in 1718.
30. ABIGAIL, b. 4 Feb., 1691-2, in Roxbury.
31. ABIJAH.
32. JACOB, b. —; int. 20 Jan., 1720-1, Eleanor Sherwin.
33. JOHN, b. — in Charlestown; m. 13 Feb., 1717-18, Sarah Gould.
34. NAOMI, b. 22 April, 1701; m. Joseph Holden.

11. ISAAC HOWE, of Dedham, born 7 July, 1678; died 26 Aug., 1760, in his 83d year. He had 25 acres in the second range of lots, and received for a soldier, himself or some other, £1. 17s. 9 1-2d. He married 26

Nov., 1702, Submit, daughter of Thomas Bird, born 13 May, 1678, and died 2 Oct., 1760.

Children :—

35. THOMAS, b. 23 Sept., 1703.
36. MARY, b. 29 Nov., 1704.
37. SUBMIT, b. 10 April, 1707.
38. THOMAS, b. 12 Oct., 1709.
39. SAMUEL, b. 27 July, 1711.
40. ISAAC, b. 16 June, 1715.
41. JOSEPH, b. 27 Mar., 1717; d. 17 Sept., 1793.
42. JOSHUA, b. 16 Dec., 1718.
43. SARAH, b. 18 May, 1722; d. 22 Sept., 1724.

21. TIMOTHY HOWE, born 7 July, 1691; married Dorcas — and lived in Dorchester.

Children :—

44. DORCAS, b. — in Dorchester; d. 18 Jan., 1725-6, aged 9 years.
45. SUSANNAH, b. 2 July, 1719.
46. DORCAS, b. 28 Jan., 1726-7; d. 18 Jan., 1729.
47. DAVID, b. 13 Sept., 1728; d. 15 May, 1729.
48. ABIGAIL, b. 9 Sept., 1730.
49. MOSES, b. 30 Nov., 1731.
50. TABITHA, b. 12 Dec., 1732.

28. ISAAC HOWE, baptized 31 (8) or 7 (9), 1686. He married 26 June, 1712, Lydia Jackson; removed to Framingham in 1720; married, second, 16 Oct., 1739, Elizabeth, widow of William Edgell; and died 20 Oct., 1770.

Children :—

51. JEREMIAH, b. 16 May, 1718.
52. ISAAC, b. 4 Dec., 1719; d. y.
53. LYDIA, b. 18 Nov., 1721.
54. ELIZABETH, b. 14 April, 1723; blind from 18 years of age; d. a. about 90 yrs.
55. ABIGAIL, b. 28 Jan., 1725; m. 1 Jan., 1746, John Blackman of Dorchester.
56. ISAAC, b. 20 Sept., 1728.
57. SARAH, b. 28 June, 1730.
58. MARY.
59. JOSEPH, b. 3 May, 1747.
60. ABRAHAM.

32. JACOB HOWE, married, int. 20 Jan., 1720-1, Eleanor Sherwin (born 28 June, 1696; died 11 Aug.,

1757). He joined the church in 1716 ; married, second, Sarah Holgate, and died in Linebrook Parish (formerly "The Farms"), 6 Feb., 1772. He occupied the Sherwin homestead, later his son Jacob's, then "the Morgan place" and now included in the extensive fields of D. Sydney Perley. It was located just across the meadow from Mr. Perley's, a few rods from Potter's Island and Winthrop Brook.

Children :—

61. JACOB, b. 9 Feb., 1723-4, in Charlestown.
62. ABRAHAM, b. 9 Dec., 1725, in Stoneham; d. 14 Aug., 1808, a blind man at the almshouse.
63. HANNAH, b. 2 June, 1728, in Stoneham.
64. HANNAH, b. 1 June, 1729, in Stoneham.
65. PHILEMON, b. 13 Jan., 1730-1, in Stoneham.
66. JAMES, b. 7 May, 1733, in Stoneham.
67. ELEANOR, b. 11 Aug., 1736, in Stoneham,
68. ABIJAH.
69. MARY, d. young.
70. MARY, m. 16 April, 1771, in Linebrook Parish, Asa Brocklebank (b. Rowley 15 Aug., 1745; d. Rindge, N. H., 12 Dec., 1826); farmer; had 5 children.
71. JEMIMA.
72. ELIZABETH.

38. THOMAS HOWE of Dorchester, born 12 Oct., 1709; married 22 Nov., 1733, Sarah Searle.

Children :—

73. THOMAS, b. 24 Aug., 1735.
74. THANKFUL, b. 1 Aug., 1737; m. in Dedham, 18 June, 1761, Thomas Leads, of Dorchester.
75. SARAH, b. 25 Nov., 1739; m. 27 Mar., 1760, Benjamin Swan, both of Dedham.
76. SUBMIT, b. 15 Dec., 1741; m. 25 Dec., 1760, in Dedham, Nathaniel Wetherbee.
77. HANNAH, b. 6 July, 1747.

39. SAMUEL HOWE, b. 22 July, 1711; died 16 Sept., 1780; married 2 Dec., 1736, Elizabeth Clapp, both of Dorchester. She died 6 Aug., 1764.

Children, born in Dorchester :—

78. SAMUEL, b. 15 Jan., 1737.
79. JOHN, b. 20 June, 1739; d. 12 Sept., 1740.

- 80. JOHN, b. 17 June, 1741.
- 81. ELIZABETH, b. 9 June, 1744.
- 82. ABRAHAM, b. 21 April, 1746.
- 83. HANNAH, b. 1 Oct., 1748; m. 19 Sept., 1771, Moses Vose of Milton.
- 84. MARY, b. 17 Oct., 1750.
- 85. SARAH, b. 25 July, 1753.

56. ISAAC HOWE, born 20 Sept., 1728; married in Framingham, 5 Aug., 1749, Rebecca Edgell, probably daughter of his step-mother.

Children:—

- 86. ASA, bp. 29 April, 1750.
- 87. SIMON, bp. 12 Sept., 1756.
- 88. ISAAC, bp. 18 Feb., 1759, of Isaac decd.

61. JACOB HOWE, born in Charlestown, 9 Feb., 1723-4; died in Linebrook Parish, Ipswich, 1 Aug., 1806. He married 21 Nov., 1751, Lydia Davis (born 19 Oct., 1731; died 2 Feb., 1808), a neighbor whose home is now marked by "the Davis orchard," a part of the arable lands of J. Coggin Conant.

Jacob and Jacob, Jr., were Minutemen in the Revolution and served till 1780. The father's residence was Ipswich. The boy away from home working, perhaps apprenticed, lived in Newbury.

Children:—

- 89. HANNAH, b. 1 Feb., 1752; drowned in well 26 June, 1756.
- 90. MARY, bp. 28 April, 1754; m. 9 Feb., 1780, John Kilburn, both of Rowley.
- 91. HANNAH, b. 29 May, 1757; had fits; d. 26 June, 1806.
- 92. JACOB, bp. 27 July, 1760.
- 93. —, b. —; d. 15 July, 1763.
- 94. DAVID, bp. 17 June, 1764; of Epsom, N. H., 1804.
- 95. LYDIA, bp. 23 Aug., 1767; m. 23 Aug., 1792, Abraham Drake of Chichester, N. H.
- 96. SALOME, bp. 23 Aug., 1767; m., as Sally, 29 Nov., 1790.
- 97. —, b. 19 Aug., 1767; d. 19 Aug., 1767, "soon after birth."
- 98. RACHEL, bp. 10 June, 1770; m. 19 July, 1796, Stephen Stiles, Bridgton, Me.
- 99. ABIGAIL, bp. 10 June, 1770; d. 8 July, 1814; m. 1st, Gregory Durgin, 2d, Moses Cheney; 3 children.
- 100. ISAAC, bp. 6 June, 1773; int. 12 Jan., 1797, Rachel Morrill of Chester, N. H.

101. DEBORAH, bp. 6 June, 1773; d. 15 July, 1773.

62. ABRAHAM HOWE, 3d, born Stoneham, 9 Dec., 1725; died a blind man in Ipswich, aged 83 years. He was a Minuteman.¹ He married Elizabeth —.

Children:—

102. MOSES, bp. 7 July, 1754; was a Minuteman, and continued in the service, 1775-7; m. 19 Feb., 1778, Love Gallop; both joined the Linebrook church 25 April, 1779.

103. —, child; d. 15 April, 1757.

104. JACOB, bp. 16 April, 1758; d. 6 May, 1758.

105. ELIZABETH, bp. 18 May, 1760; d. 3 June, 1760.

106. BETTY, bp. 11 Oct., 1761; d. 4 July, 1763.

107. DANIEL, bp. Ipswich, 17 June, 1764; agreed to serve in the Revolution for 3 years, for 350 Spanish milled dollars; for or from Ipswich, 29 Mar., 1781; m. Sarah Daniels of Rowley, 8 April, 1784.

108. SARAH, bp. 24 Jan., 1768.

109. ABRAHAM, bp. 28 —, 1770; d. 4 Sept., 1771.

110. ABRAHAM, bp. 18 Oct., 1772; d. 9 June, 1774.

65. PHILEMON HOWE, born 13 Jan., 1730-1, in Stoneham; died 5 July, 1819. He married 4 July, 1754, Sarah Kilburn, who died 22 April, 1809, aged 81. He probably lived on Batchelder's Brook, Rowley.

Children:—

111. REUBEN, b. 9 May, 1755.

112. SARAH, b. 12 Nov., 1757; m. 22 Aug., 1776, John Daniels, Jr., of Rowley.

113. MARTHA, bp. 20 July, 1760.

114. GEORGE, b. 25 Nov., 1766.

73. THOMAS HOWE, JR., born 24 Aug., 1735; died probably in 1816. He married 23 Mar., 1763, Hannah Leeds, born in Dorchester, to Consider and Margaret, 17 Mar., 1740-1, and died in 1807.

Children:—

¹The writer has this letter written by Abraham Howe to his cousin Nathaniel Howe, Linebrook Parish:—"Cambridge, June 22, 1775. Cousin Howe: Sir, I would let you know that I am well and I hope to find you so, and I would inform you that I like better than I expected but we had a smart brush with our enemies and they got the advantage of us upon Bunker's Hill but we have built a fort upon Winter Hill and have got some cannon fixed and we hope to get the advantage of them and I desire to be remembered to all my friends, and I still remain your friend Abraham Howe Third."

- 115. REBECCA, b. 4 Dec., 1763; m. 16 May, 1784, Samuel Thayer.
- 116. THOMAS, b. 7 July, 1765.
- 117. JOSEPH, b. 3 April, 1768.
- 118. WILLIAM, b. 17 Aug., 1770.
- 119. JOSHUA, b. 7 Aug., 1772; m. Dedham, 15 April, 1794, Sally Houghton.

78. SAMUEL HOWE, born 15 Jan., 1737; married 18 Oct., 1759, Margaret Preston, both of Dorchester, where she died 2 May, 1778, of smallpox.

Children :—

- 120. SAMUEL, b. 15 Jan., 1761; d. 11 Oct., 1762.
- 121. SAMUEL, b. 25 Jan., 1763; d. 4 Feb., 1763.
- 122. ELIZABETH, b. — Sept., 1764; d. 14 Oct., 1764.
- 123. LOIS, b. 12 June, 1765; d. 5 Jan., 1777.
- 124. MARY, b. 2 Feb., 1766.
- 125. SARAH, or SAMUEL, b. 1 May, 1768.
- 126. HANNAH, b. 2 Oct., 1769; m. 14 Aug., 1783, Edward Glover, Jr., both of Dorchester.
- 127. SAMUEL, b. 5 April, 1771; d. 9 April, 1772.
- 128. LYDIA, b. 9 Sept., 1773; d. 26 May, 1793.

80. JOHN HOWE, born 17 June, 1741; died 22 —, 1818, aged 77. He married 29 Nov., 1764, Rachel Glover, who died 1 June, 1811, aged 55 years.

Children :—

- 129. JOHN, b. 4 Sept., 1755; "John, Esq., d. May 20, 1825."
- 130. ELIZABETH, b. 20 May, 1767.
- 131. GEORGE, b. 6 July, 1769.
- 132. RACHEL, b. 25 Aug., 1771; d. 30 May, 1773.
- 133. RACHEL, b. 19 Aug., 1773; m. Roxbury, 6 Dec., 1793, Edward Robinson.
- 134. JOSEPH, b. 1 Dec., 1775; d. 23 Sept., 1776.
- 135. JOSEPH, b. 1 April, 1778.
- 136. JAMES, b. 25 Jan., 1781.

82. ABRAHAM HOWE, born in Dorchester, 21 April, 1746; died 24 Mar., 1811, aged 65. He married 30 Oct., 1769, Patience Blake of Dorchester, who died 24 Feb., 1810.

Children :—

- 137. ABRAHAM, b. 15 Jan., 1771.
- 138. JAMES BLAKE, b. 31 Mar., 1773; m. 22 Nov., 1797, Sally Adams Budlam, both of Dorchester.

- 139. BETSEY, b. 23 Jan., 1775.
- 140. PATIENCE, b. 30 Aug., 1777.
- 141. POLLY, b. 6 Dec., 1779; m. 17 Dec., 1801, David Baker of Roxbury.
- 142. EDWARD, b. 12 July, 1783.
- 143. NANCY, b. 9 Aug., 1785; d. 20 Jan., 1787.
- 144. NANCY, b. 16 Dec., 1788.

92. JACOB HOWE, born in Ipswich 19 June, 1760; died 30 Jan., 1830; buried in Norway, Me. He was a Minuteman with his father in the Revolution. He married 17 Dec., 1783, Betsey Foster, born 10 Aug., 1763, in Boxford, to Moses and Hannah (Putnam) Foster, grandniece of Gen. Israel Putnam. She died in Paris, Me., 1853. He was post-rider from 1798 and the first in Oxford Co., Me. Weekly for four years he served the towns of Fryeburg, Bridgton, Waterford, Gorham, et al, about Portland. He was a pensioner from 1818.

Children:—

- 145. FANNY, b. 4 Aug. or Sept., 1784, in Baldwin, Me.; m. Abner Smith, millwright, of Bridgton; 3 children; d. 31 Jan., 1874, Dedham, Mass.
- 146. JESSE, b. 16 Feb., 1786.
- 147. SALOME, b. 5 Dec., 1787; m. (1st w. of) Ebenezer Greenwood; 6 children.
- 148. JACOB, b. 17 Mar., 1790; d. at sea.
- 149. BETSEY, b. 1 May, 1792; m. William Swan of Denmark; 9 children.
- 150. JEREMIAH, b. 14 May, 1794.
- 151. HULDAH, b. 25 May, 1796; m. 11 May, 1815, Nathaniel Greenwood of Farmington, who d. 15 April, 1767. She d. 17 July, 1892, aged 96 yrs.; 10 children.
- 152. LYDIA, b. 28 April, 1798; m. Zibeon Field; d. 9 Nov., 1847.
- 153. ROXANNA, b. 30 June, 1800; m. Adams Twitchell of Portland; 5 children.
- 154. POLLY, b. 5 July, 1802; m. Peter Coburn of Lincoln.
- 155. MIRANDA, b. 13 May, 1805, in Bridgton; m. Alexander Eames; 11 children.

111. REUBEN HOWE, born 9 May, 1755; died 18 July, 1835, nearly or quite blind. He served in the Revolution and was a pensioner under the law of 7 June, 1832. He married 21 Dec., 1780, Lucy Wood, who died 17 Dec., 1796. He married, second, 7 April, 1797, Judith

Tenney, who died 10 Dec., 1809. He was published 6 Oct., 1810, with Elizabeth, born 11 May, 1769, to John Bailey of Manchester, and died 9 July, 1855.

Children :—

156. —, ch., b. —; d. 26 Dec., 1787, a. abt. 7 yrs.
157. LUCY, b. 27 May, 1786; m. 9 June, 1810, Philemon Daniels of Rowley.
158. THOMAS, b. 7 Oct., 1787.
159. SUSANNAH, b. 28 April, 1790.
160. REUBEN, b. 16 Oct., 1792.
161. MOSES [WOOD], b. 26 Aug., 1795.
162. JUDITH, b. 21 Jan., 1798; int. 11 May, 1822, Oliver Bailey of Rowley.
163. —, a son, b. —; d. 15 June, 1803.

114. GEORGE HOWE, born Rowley, 25 Nov., 1766; d. in Rowley, 12 Dec., 1842. He married in Newbury, 9 June, 1798, Deborah Chapman, who died in Rowley, 18 Mar., 1861, aged 85 years. His homestead was that lately owned by Edward Millett (who built a new house on the site of the old one), just east of the turnpike and near Batchelder's Brook on the Georgetown-Rowley highway.

Children :—

164. DEBORAH, b. 11 Mar., 1799; m. 20 July, 1819, Joshua Millett, a neighbor and brother to Edward above.
165. DOLLY, b. 26 Aug., 1801; int. 19 June, 1830, John N. Pearson of Ipswich.
166. APPHIA PERKINS, b. 25 Mar., 1805; d. 21 June, 1880, in Boxford.
167. PHEBE KILBURN, b. 16 Nov., 1807; m. 10 Nov., 1829, Amos Jewett of Ipswich, farmer and shoemaker; had Amos Wendall, b. 21 Sept., 1831; d. 22 July, 1859.
168. SARAH M., b. 27 Feb., 1810; m. — Feb., 1833, Joseph D. Clark.
169. GEORGE WASHINGTON, b. 5 July, 1812.
170. WILLIAM FREDERICK, b. 10 Aug., 1814.

116. THOMAS HOWE, JR., carpenter, born Dedham, 7 July, 1765; died 22 Dec., 1805. He married 30 Aug., 1789, Hannah Withington, Dorchester, born 2 June, 1767, to Elijah and Mary.

Child :—

171. ELIJAH, b. Dedham, 21 Oct., 1792.

118. WILLIAM HOWE, born in Dedham, 17 Aug., 1770; was a machinist, builder of cotton factories and superintendent, at East Dedham and Holmesburg, Pa. He married (int. 30 Dec.), 1796, Mary Gould of Dedham.

Children :—

172. GEORGE, b. Dedham, 6 Nov., 1802.

173. RACHEL DWIGHT, b. Dedham, 19 Feb., 1806; d. Cornwall, Vt., 1 Nov., 1866; m. 28 Oct., 1830, Rev. Lyman Matthews, b. 12 May, 1801, in Middlebury, Vt., and d. Cornwall, 17 Aug., 1866.

174. WILLIAM, b. 20 Nov., 1811.

129. JOHN HOWE, JR., born 4 Sept., 1765; died 20 May, 1825. He married 12 July, 1781, Relief Nash, both of Rochester. She died 19 Feb., 1824, aged 61.

Children :—

175. JOSEPH, b. 25 July, 1782.

176. SIMON, b. 27 Oct., 1785.

177. JOHANNAH, b. 27 Mar., 1790.

178. TIMOTHY, b. —, 1792; d. July, 1795.

179. ELIZA, b. 27 Aug., 1794.

146. CAPT. JESSIE HOWE, born 16 Feb., 1786. He married, first, 30 Mar., 1809, Lydia, born 16 Aug., 1784, to Asa Dunham of Norway, a first settler and Revolutionary soldier, died 20 Dec., 1841; married, second, 1 Jan., 1843, Betsey Shurtleff; died 2 Mar., 1870, Paris.

Children :—

180. HENRY, b. 11 Jan., 1810.

181. JACOB FOSTER, b. 30 Nov., 1811.

182. JEREMIAH, b. 18 April, 1814.

183. JESSE, b. 11 April, 1816.

184. ELI, b. 8 April, 1818, in Sumner, Me.; m. 8: 14: 1856, Mrs. Paulina (Baker) Howe of Dedham, b. in Lee to Edward and Esther Baker. She d. in Canada, 4 Mar., 1859, aged 35 y.

185. CYRUS HAMLIN, b. 24 Sept., 1820.

186. BENJAMIN FRANKLIN, b. 25 Sept., 1822; m. Paulina Baker; d. 19 June, 1851, in Lincoln.

187. EDWIN WALLACE, b. 3 Feb., 1825; m., 1st, 23 Mar., 1851, Mary Ann Beal of Norway; m., 2d, Abby D. Hill of Wiscasset; d. Norway, 10 Feb., 1890.

188. WILLIAM RUTHVEN, b. 15 April, 1857.

150. CAPT. JEREMIAH HOWE, born 14 May, 1794; married Sylvia, daughter of Jephtha Benson, and is buried in Sumner, Me. He was bound out at 5 years; at 18 years he bought his minority of his father and walked to New York. He was farmer, trader, auctioneer and broker.

Children:—

189. CHARLES, b. 14 Aug., 1816; m. Clarissa Bent; d. 11 Mar., 1891. They had: (1) Charles LeForrest, Col. 9th Me. Reg., medal for bravery; m. Anne Martin; d. in Canton, Me., 13 May, 1891, at the house of his daughter Mrs. Cushman; and (2) George E., res. Boston.
190. POLLY, b. 15 Jan., 1818; m. Jacob F. Howe (181).
191. ADELINE, b. 10 Jan., 1822; m. 31 Mar., 1851, Abel Stetson, a farmer, who d. 29 Oct., 1891; d. 20 Jan., 1905; 3 children.
192. ANGERONE, b. 10 Dec., 1824; m., 1st, Dr. Charles W. Turner; 2d, Samuel C. Irish; 2 children.
193. HIRAM, b. 9 Oct., 1826; m. Harriet L. Buck; res. Sumner. They had: (1) Luther Carmon, b. 12 Feb., 1854; m. Drusilla J. Babb; and (2) Lottie A., b. 4 Aug., 1864; m. Lemmie Merrill of Rumford Falls.

158. THOMAS HOWE, born in Rowley, 7 Oct., 1787; died 1 Sept., 1845; a yeoman. He married 15 Sept., 1814, Rebecca Gibson of Deer Isle, Me.

Children:—

194. SUSAN, b. Rowley, 18 Nov., 1814; m. 3 April, 1834, Daniel J. Hale.
195. LUCY JANE, b. Rowley, 30 May, 1817; m. 8 June, 1843, William Littlefield of Boston.

160. REUBEN HOWE, born in Rowley, 16 Oct., 1792; died 25 Feb., 1853, aged 60 years. He married in Rowley, 18 April, 1815, Elizabeth Dickinson, who died prior to his death.

Children:—

196. ELIZABETH, b. 9 June, 1816; m. 17 Mar., 1836, Daniel Saunders, Jr.; d. 24 Oct., 1895, aged 79 years.
197. AMOS WOOD, b. 6 Jan., 1819.
198. HUMPHREY SAUNDERS, b. 7 May, 1821.
199. EBEN IRA, b. 21 Aug., 1824; housewright; d. in Lynn, 23 June, 1851.
200. DAVID SAUNDERS.

161. MOSES WOOD HOWE, born 26 Aug., 1795; had "Wood" added to his name by the Legislature of 1830; married 29 Dec., 1831, Mary Cheney.

Children :—

201. CHARLES EDWIN, b. Rowley, 18 Oct., 1832.

202. LUCY MAY, b. 26 Sept., 1834.

169. GEORGE WASHINGTON HOWE, born Rowley, 5 July, 1812; died 13 May, 1884. He married in Rowley, 10 Oct., 1835, Olive Jewett of Ipswich, who died 12 May, 1892, aged 77 years.

Children, born in Ipswich :—

203. BENJAMIN JEWETT, b. 6 Feb., 1837; m. 10 or 12 May, 1859, Caroline A. Averill, a fine singer, b. 11 Jan., 1841, to Ephraim and Lydia Symonds (Potter) Averill of Ipswich, who was a teacher of vocal music, and was widely known for his superior bass voice. Mr. Howe was divorced, April, 1866, and m. 2d, in Ossining, N. Y., Margaret Cornell. He was a travelling salesman, and d. 5 Jan., 1914, without issue.

204. SARAH MARIA, b. 8 Sept., 1840; m. 29 Aug., 1872, Samuel Augustus Boynton of Rowley, a grocer. He d. 9 Sept., 1912.

205. GEORGE AARON, b. 29 Aug., 1843.

206. AMOS N., b. —; m. in Derry, N.H., 15 Sept., 1874, Josephine W. Bradford of Derry. Had Eva May, b. 7 April, 1880.

207. OLIVE ABBIE, b. 1 Dec., 1851; m. 28 Sept., 1871, Edwin H. Adams, b. 1849 in Newbury to Thomas H. and Mary J. (Jennings) Adams. He was in the shoe business. She d. in Rowley, 7 Aug., 1879. Had Mary Abbie.

208. VANDALIA, b. 7. Jan., 1853, in Ipswich; m. 17 Sept., 1871, in Rowley, Ira Oscar Davis, b. Milton, N. H., 1848. Had Ralph Irving, b. 2 July, 1876; d. 15 Oct., 1898. Mrs. Davis was divorced 5 Mar., 1884. She m. 31 May, 1887, Edward Dillon, a heel-worker, b. 19 Feb., 1860, in Worcester, Mass. No child.

170. WILLIAM FREDERICK HOWE, born in Rowley, 10 Aug., 1814; married 30 Nov., 1842, Susan Eliza Potter. He made a specialty of market gardening on the farm of his ancestors in Rowley, whose buildings and their contents were completely burned 20 Oct., 1865. These exemplary citizens were devoted to home and the church. He died 10 Oct., 1874; she 22 Oct., 1905.

Children :—

209. RUTH ELIZA, b. Rowley, 17 Aug., 1843; m. 22 July, 1869 Frank Quinby Bodwell of Rumford, Me. (b. 5 July, 1843; d. 4 June, 1894), a carpenter, a bugler in a Maine battery in the Civil War. She was educated in Rowley schools and the Ipswich Female Seminary and taught school. Her only child, Fred Potter Bodwell, a printer by trade, several years selectman of Avon, Mass., where he, and at present his mother, reside. F. P. Bodwell has two sons, Franklin Clyde, now in the U. S. Navy, and Erland Hunt Bodwell.
210. GEORGE WILLIAM, twin, b. Rowley, 31 Jan., 1845; m. in Rowley, 14 Aug., 1870, Sarah Elizabeth Kelly; graduate Boston Dental College, and is in dental practice in Danvers, Mass.
211. ASA FREDERICK, twin, b. 31 Jan., 1845.
212. ROGER SHERMAN, b. Rowley, 20 Nov., 1849; d. 21 Feb., 1911; m. in Newburyport, Martha Eva Davis of Georgetown, 1 May, 1873; was a shoe worker; many years selectman and overseer of the poor and chairman of the Board, and did an extensive insurance business. He represented his district in the General Court, and was many years Deputy Sheriff for Essex Co. His wife d. 6 Nov., 1910.
213. ISAAC HADLEY, b. Rowley, 9 Dec., 1858; d. there 7 Feb., 1864.

171. ELIJAH HOWE of Dedham, carpenter, born 21 Oct., 1792; died 30 Nov., 1880. He married 2 Mar., 1826, Prudence Clarke, daughter of Jacob and Prudence (Stow) Clarke. She died 9 May, 1832.

Children:—

214. ELIJAH, b. 27 Sept., 1828.
215. WILLIAM, b. 1 May, 1832.

172. GEORGE HOWE, born in Dedham, 6 Nov., 1802; died in Columbia, S. C., 15 April, 1883. He married, first, in Cornwall, Vt., 25 Aug., 1831, Mary Bushnell, daughter of Rev. Jedediah and Charlotte (Smith) Bushnell, b. 25 June, 1808; d. 18 Sept., 1832. He married, second, 19 Dec., 1836, Mrs. Sarah Ann (Walthour) McConnell, daughter of Andrew and Ann (Hoffmire) Walthour, b. 5 Oct., 1803; d. 14 April, 1885, in Columbia, S. C.

Mr. Howe graduated at Middlebury College, Vt., with A.B., 1822; at same and Dartmouth College, A.M., 1827; at Andover Theological Seminary, 1825; ordained 1827;

Phillip's Professor of Theology at Dartmouth College, 1827-1830; D. D., University of N. C., 1833; L. L. D., Oglethorpe, 1871; instructor in Hebrew and Greek in Columbia Presbyterian Theological Seminary, 1831, and in Biblical Literature till his death.

Children :—

- 216. GEORGE, b. 25 April, 1838; d. 27 Oct., 1841.
- 217. WALTHOUR, b. 13 Feb., 1840; d. 11 Nov., 1859.
- 218. WILLIAM, b. 13 Jan., 1842; d. 2 Feb., 1862.
- 219. SARAH EMELIE, b. 30 Dec., 1843; d. 13 Nov., 1890, probably at Danville, Ky. She m. 24 June, 1863, Rev. Edwin Melvin Green, a Presbyterian clergyman, D. D., b. 10 Sept., 1838, to James and Sarah Ann (James) Green. Children: William Howe, b. 4 Oct., 1864; Edward Melvin (M. D.), b. 10 June, 1867; George Howe (D. D. S.), b. 10 June, 1871; Marion Palmer, b. 20 May, 1875.
- 220. MARIAN LOUISE, b. 3 Feb., 1846; d. 31 Jan., 1853.
- 221. GEORGE, b. 29 Jan., 1848.

174. WILLIAM HOWE, born in Dedham, 20 Nov., 1811; died in Boston, 23 July, 1893. He was a machinist. He married 5 Sept., 1841, in South Braintree, Mass., Catherine Willard, b. 26 Jan., 1819, in Keene, N. H., to Josiah and Prudence (Morse) Willard, and died in Boston 20 Jan., 1886.

Children :—

- 222. GEORGE, b. 24 May, 1842; d. 9 Dec., 1881.
- 223. EDWARD WILLARD, b. 27 Aug., 1846, in Braintree, Mass. He is a civil engineer retired. He has studied the history of his family and has aided materially on these Dr. George Howe families. He m. in Boston, 29 April, 1880, Abbie A. Newell, born there 14 June, 1851, to Lucius and Abbie W. (Burley) Newell.
- 224. MARY CATHERINE, b. 2 Jan., 1850; d., unm., 7 April, 1874.

180. HENRY HOWE, b. 11 Jan., 1810. He married, first, Lucinda, daughter of Henry Prentiss, who died 30 Dec., 1845, aged 34. He married, second, 3: 1: 1847, Lucy C., daughter of Philip and Catherine Newburt of Waterboro. He died 6 April, 1877; she, 24 Aug., 1884, aged 70; residence, Norway.

Children :—

225. CLINTON, b. 25 May, 1830; m., 1st, Eliza J. Heald; 2d, Sarah Barrows; res. Sumner. Had: (1) Helen J., m. W. W. Mayo of Hebron; (2) Henry Prentiss, b. 13 Dec., 1863, res. Waterford; (3) Clinton Carroll, b. 5 April, 1865, res. in Massachusetts; (4) John Prentiss, b. 22 Feb., 1867, m. Lizzie C. Ryerson, res. Norway; (5) Paul Hart, b. 7 Aug., 1870, m. Jennie A. Merrill, res. Waterford; (6) Benjamin Franklin, b. and lived in Grindstone, Me.
226. JULIA, b. Paris, 27 July, 1844; m. Amasa Heald.
227. SAMUEL HENRY, b. 19 Mar., 1849; m. Emily Trefetheren; so-journed in the West; d. Portland, Me., 18 Nov., 1904.

181. JACOB FOSTER HOWE, born 30 Nov., 1811; married 6 Mar., 1833, Polly Howe (190); was a trader; died in West Sumner, 31 May, 1865.

Children:—

228. FREEMAN, b. 5 Dec., 1833; insurance broker of Norway; m. Mary L. Field. Had: (1) Fannie Robertine, m. 10 Mar., 1885, Arthur Eben Morrison of South Berwick; (2) George Robley, b. 4 Aug., 1860; m. April, 1888, Fannie J. Boardman of Hartford, Ct., res. Norway; (3) Freeland, b. 30 May, 1870, res. Norway.
229. FRANK W., b. 29 Jan., 1849; shoemaker, Rumford Falls; m. Estelle Cole. Had: (1) Harley Hazen, b. 24 Mar., 1871; (2) Laura Almira, b. 27 Aug., 1873, d. 1 Dec., 1889; (3) Mary Esther, b. 18 Nov., 1876, m. Dr. Joseph Abbott Nile of Rumford Falls.

182. JEREMIAH HOWE, born 18 April, 1814; married Mary, daughter of Benjamin Tucker of Norway. He was a trader in Portland, and died 19 Dec., 1894.

Children:—

230. LYDIA J., b. 13 Dec., 1840; m. Rev. J. C. Snow; 2 children.
231. EMILY ALTON, b. 17 Aug., 1847.

183. JESSE HOWE, born 11 April, 1816; died 25 Feb., 1875. He married 14 Oct., 1843, Rebecca, daughter of Samuel Gibson of Denmark. He was a physician.

Children:—

232. ELLEN FRANCES, b. 23 Dec., 1844; d. 11 April, 1852.
233. IZAH TENNEY, b. 26 Mar., 1848; m. 19 Oct., 1881, John R. Sanborn of Bangor, who d. 1893.
234. REBECCA GIBSON, b. 13 June, 1850; d. 22 April, 1852.

185. CYRUS HAMLIN HOWE, born 24 Sept., 1820; married 28 Feb., 1843, Amelia P. Coburn; died 19 Mar., 1896; lived in Paris. She died 21 Mar., 1896.

Children :—

235. JESSE COBURN, b. 21 Feb., 1845; m. 1st, 27 Jan., 1868, Sarah J. Farnum; m. 2d, 19 Jan., 1881, Arthur Noyes of Paris.
Had: (1) Fred J., b. 19 June, 1869, m. 20 June, 1895, Angie B. McLellan; (2) Ethel May, b. 4 May, 1882.
236. LYDIA, b. 11 Dec., 1848; m. 16 Mar., 1869, George F. Beach.

188. WILLIAM RUTHVEN HOWE, born 15 April, 1857; married Charlotte E. Hall, born 26 June, 1832; died Paris, 7 July, 1895.

Children :—

237. CLARA ISABELLE, b. 17 Nov., 1856; m. Minot L. Whittle of Paris.
238. GEORGE MORSE, b. 8 Mar., 1859; d. 12 Oct., 1859.
239. FRED RUTHVEN, b. 7 Oct., 1862; m. and living in Waltham, Mass.
240. HANIBALL COBURN, b. 21 Nov., 1865; m. Cora Parlin; d. 7 Dec., 1901. She d. 16 April, 1904; home Paris.

197. AMOS WOOD HOWE, born in Rowley, 16 Jan., 1819; died 28 Oct., 1894, aged 75 years. He married, first, int. 6 Nov., 1842, Sarah K. Daniels, who died 23 or 24 Sept., 1853, aged 32 years. He married, second, Lucy W. Daniels, a sister to his first wife. She was born in Rowley, where she died 23 Sept., 1868. Her will, 22 Sept., 1868, mentions Eben, George W., Moses E., and Martha Daniels, brothers and sister, and children of a deceased sister, Nath'l L., Lucy A. and Susan D., all of Rowley.

Children :—

241. NATHANIEL LYMAN, b. Rowley, 11 April, 1843.
242. LUCY A.
243. SUSAN D.

198. HUMPHREY SAUNDERS HOWE, born in Rowley, 7 May, 1821; married 2 Oct., 1872, when of Georgetown, Mrs. Lucy A. (Holman) Robinson, widow (38) of Newbury.

Children :—

244. PARKER W., trader, Georgetown; d. 20 Jan., 1877.

245. MARY E., m. Georgetown, 15 Oct., 1872, Charles N. Nelson of West Newbury.

205. GEORGE AARON HOWE, born in Rowley, 29 Aug., 1843, died 12 Nov., 1876. He married 29 Aug., 1862, Susan Evelyn Todd (18) of Rowley. His homestead, on the turnpike near the Georgetown-Rowley road, was valued at \$1500. She married, second, (24), 26 July, 1879, Lewis G. Chadbourne (33).

Children :—

246. GEORGE ELMER, b. 17 July, 1863; d. 27 July, 1864.

247. ELMER EDDIE, b. 19 Jan., 1865.

248. HENRY WARREN, twin, b. 21 Aug., 1866; d. 19 Sept., 1866.

249. GEORGE MOULTON, twin, b. 21 Aug., 1866; d. 24 Sept., 1866.

250. HATTIE EVELYN, b. 30 Sept., 1867.

251. BENJAMIN DODGE, b. 25 Nov., 1868; d. 20 Aug., 1869.

252. FREDERICK LEIGH, b. 25 July, 1874. He is a dealer in wines and liquors. He m. 24 Sept., 1892, Emma Frances Osborne (19) of Newbury, dau. of Thomas and Adeline Louisa (Rogers). Had: Hattie Howe, b. 7 and d. 8 Aug., 1893.

211. ASA FREDERICK HOWE, born in Rowley, 31 Jan., 1845; married 19 Aug., 1876, Emma Mahala Perley, born 6 Aug., 1857, in Harrison, Me. For an extended account and portraits *see* "The Perley Family History and Genealogy." At his own request he was retired, by Governor Guild, in 1907, from State service. He has since served on important committees and boards of trustees.

Children :—

253. JOSEPHINE ELDRED, b. 2 Aug., 1879, in Lincoln, Neb., stenographer and nurse; m. 20 June, 1906, Leroy H. Clough, contractor and builder of Bradford, Mass. Had: Leroy Herbert, Jr., and Fred Earle.

254. ALICE MARJORIE, b. 19 Sept., 1887; clerk in bank.

214. ELIJAH HOWE, born in Dedham, 27 Sept., 1828. At Amherst he was A. B. in 1849 and A. M. in 1852. He taught High schools in South Hadley, South Wilbraham, East Douglas. After 1880 he was secretary of the Norfolk and Dedham Mutual Fire Insurance Company, Dedham. He married 4 Jan., 1857, Julia Ann, daughter of Oliver and Persis Gibson (Forbush) Hunt.

Child:—

255. OLIVER HUNT, of Cohasset, b. 29 May, 1860; M. D., Harvard, 1886; was house surgeon and assistant superintendent, hospital, Boston medical examiner, and member Mass. Medical Society; m. 26 Nov., 1889, Martha Dresser Paul, b. Dedham, 1865, to Ebenezer and Sarah Dresser Paul, a descendant of Richard Paul who settled in Taunton, 1637.

221. GEORGE HOWE, born in Columbia, S. C., 29 Jan., 1848, where he died 20 April, 1895; was a practicing physician and surgeon. He married 1 Jan., 1874, Annie Josephine Wilson, a sister to the President, Woodrow Wilson, born in Hampden Sidney, Va., 8 Sept., 1854, to Joseph Ruggles, D. D., and Jessie (Woodrow) Wilson.¹ She died 16 Sept., 1916, in New London, Ct.

Children:—

256. JOSEPH WILSON, b. 9 Dec., 1874; general freight agent, Richmond. War called him to Washington as Assistant Commissioner of the Tidewater Coal Exchange.

257. GEORGE, b. 3 Oct., 1876; Professor of Latin in University of North Carolina. He m. 27 Oct., 1902, in Columbia, Margaret Smyth Flinn, b. 30 Mar., 1878, in Charleston, S. C., to John William and Jane Adger (Smyth) Flinn. No children.

258. JESSIE WOODROW, b. 30 Oct., 1878; d. 30 Jan., 1884.

259. ANNIE, b. 31 Mar., 1891; m. Frank E. Compton of Glencoe Ill., publisher in Chicago.

222. GEORGE HOWE, b. 24 May, 1842; married 26 Sept., 1871, in Waterville, Me., Harriet E. Tozier, born 30 June, 1843, to Bryant and Winnie Ann (Pushaw) Tozier, of Waterville, and died in Lexington, Mass., 3 Feb., 1918; served in the U. S. Navy, 1861-1865, and died in Somerville, 9 Dec., 1881.

Children:—

260. GEORGE EDWARD, b. 22 Feb., 1873; m. 18 Dec., 1905, Alinda Jennings of Chicago. Their home is Elkhart, Ind. His business is milling. No children.

¹Joseph Ruggles Wilson, D. D., a Presbyterian clergyman, was some years Professor in the Presbyterian College, Clarksville, Tenn., and Clerk of the General Assembly of the Southern Presbyterian Church. Miss Jessie Woodrow was born in Carlisle, Eng.; her father was a Congregational clergyman. The Wilson children were: Marion Woodrow (d. before 1916), Annie Josephine (d. 1916), Woodrow (the President), and Joseph Ruggles, Jr., an officer in the U. S. Bonding and Guaranty Company, Baltimore, Md.

261. ARTHUR BRYANT, b. in Waltham, 16 Dec., 1874; an accountant; m. in Somerville, 17 Oct., 1900, Maria Louisa Gooding of Somerville. Their home till 1908 in Lexington. Had: (1) Isabel, b. 4 Aug., 1906; (2) Elizabeth, b. 23 May, 1908.
262. WILLIAM STOWELL, b. 30 Jan., 1879, in Somerville; m. in Bradford, 26 June, 1907, Eva Salome Kammer of that place. Their three children died in infancy. He is treasurer of a manufacturing company in Hinsdale, their home.

247. ELMER EDDIE HOWE, born 19 Jan., 1865, in Rowley; is a wholesale milk dealer in Ipswich. He married, 16 Oct., 1902, Nellie Elizabeth Wade, born 25 Dec., 1882, Rockland, Mass., to George Gilman and Rachel Agnes Wade.

Children :—

263. GEORGE ELMER, b. 4 Feb., 1905.
264. RALPH GILMAN, b. 13 Mar., 1908; d. 13 July, 1910.
265. MYRON DONALD, b. 18 Dec., 1909.
266. OLIVE AGNES, b. 9 Oct., 1913.

DOCUMENTS RELATING TO MARBLEHEAD,
MASS.

(Continued from Volume LV, page 234.)

Province of the Massachusetts Bay

To His Excellency the Governour, Council, and Representatives convened in Generall Assembly the 15th of October, 1702.

The Humble Petition of the Town of Marblehead.

Humbly Sheweth

That Whereas By several Acts of Assembly made in this Province their is to be Paid By the Master of Every Ship or Other Vessell above twelve Tunns coming into Any Port or Ports of this Province to trade or Traffick the Major Part of the owners whereof are not Belonging to this Province Every such ship or Vessell Doe Pay the Summ of 12 penny per Tunn or one pound of Good and New Gun powder for every Tunn such shipp or Vessell is in Burthen to Be Employed for the Supply of His Majesty's Castle and Fort Within this Province . . . and Whereas all along till Within this Last Year or thereabouts all the Powder Money that was from Time to time Collected at Salem and at Marblehead by Virtue of that Act Was Remitted to Boston for the supply of her Majesty's Castle and forts there . . . And Whereas the Town of Salem have lately obtained a Grant of all the Powder Money that shall arise or Become Due from any Ships or Vessels that Come In as well to Marblehead as to Salem, and Apply the same wholly and onely to the Use of said Towne, . . . And Whereas there is a Fortification at Marblehead Very Important to this Province, the necessary and ordinary Charge whereof is Very Considerable, and which also is upon all occasions, obliged to Expend their store of Powder and other Ammunition, . . . The

Town of Marblehead Dos therefore Most Humbly Pray
the favour of this Great and Generall Assembly, that It
might be, all the Powder Money that for the future shall
become Due and be Collected at Marblehead may Be ap-
plied to the Use of Her Majestie's Fort in said Town

And Your Petitioners as in Duty Bound
Shall Ever Pray

Edward Brattle

Representative for Marblehead, in the Name of said Town

21st October, 1702, Read a 1st time in the house of
Representatives.

22 Read a 2d time, 29, Read a 3d time.

Ordered—That all the Powdermoney that for the future
shall become due and be Collected at Marblehead be Ap-
plied to the Use of Her Majesty's Fort in the said Town.
Sent up for Concurrence.

James Converse Speaker

In Council November 2d, 1702, Read and concurred
with And Ordered that the Captaine of the Fort there
for the time being be the Collector of said duty.

Isaac Addington Secretary

[Left margin] Said Amendment Concurred 2 Novem-
ber 1702.

Mass. Archives, vol. 70, pp. 581-2.

Ordered That the Collector of the Impost at Salem be
required with great exactness to receive the powder Duty
at Salem and Marblehead & that the Captains of the forts
to prevent any escape and that the said officer do quar-
terly give unto the Comissary Generalls office an account
of the weight that the Governour may () make the
Necessary supplies for the forts in both those places

January 3d 1704 In Council

Voted Isaac Addington Secretary

Sent down for Concurrence

Jan. 4th, 1704: Concurred James Converse Speaker

Mass. Archives, vol. 62, p. 490.

Copy, by Stephen Sewall, Clerk, of a Writ issued by him 7 Sept. 1704, to the Sheriff and others of Essex against Collonel John Legg, Captain Nathaniel Norden, Esquires, Michael Bowden, Samuell Read, James Dennis, Joseph Dolliver Senior, Mary Waters widow, William Hines, Thomas Pitman, Thomas Dodd Senior, Elias Fortune, Nathaniell Walton, Robert Bartlett, John Norman, William Woods, John Palmer, Edward Homan Senior, Captain John Browne, Sarah Martin widow, Abigail Merritt widow, Nicholas Merritt Senior, Mark Hascoll and John Codner all of Marblehead and Benjamin Ireson and John Riddan both of Lynn and John Homes of Salem, . . . the present occupants and tenants in possession of a Certaine Farme Knowne by the name of Plaine Farme in the Township of Marblehead aforesaid to the value of Forty pounds . . . returnable at Common Pleas, Newbury, last Tuesday in September to answer Erasmus James of Marblehead only son and surviving heir of Erasmus James late of Marblehead for trespass etc. of five acres or thereabouts of land according to proportion right of 30s. purchase in the Plain Farme containing by estimacion about 400 acres in tennure and occupation of defendants,

“Bounded Northerly with the Marsh late of Richard Rowland and Thomas Pitman, Northwesterly with the Coy Pond and land late of George Darling, Southwesterly with the Lands of John Blaney and John Redding, Southeasterly with the Sea, Northeasterly with Devorixes farme and the Ten acre Lots (so called) which said farme or Tract of Land was purchased of Captain William Hathorne late of Salem deceased by Severall of the Inhabitants of Marblehead aforesaid who were called the purchasers of said farme among the number of which said Purchasers the said Erasmus James deceased was one who purchased to the value of thirty shillings and was accordingly seized of a proportionable Right and Interest of his thirty shillings purchase in said farme which the said Erasmus James deceased died seized thereof in fee and now the same belongs of Right to the Petitioner . . . yet . . . tho thereto often requested the possession of said five acres or thereabouts . . . have hitherto refused and

do still refuse to render the same . . . witness Nathaniel Saltonstall Esquire at Salem this 7th Day of September . . . 1704.

Stephen Sewall Cleric.

Attached the land and left a summons with Captain John Browne of Marblehead Clark of the within tenants in possession etc.

Marblehead 12 September 1704.

William Gedney Sheriffe

Mass. Archives, vol. 40, pp. 825-6.

Essex ss At an Inferior Court of Pleas holden at Newbury September the 26 1704

Erasmus James plaintiff versus Collonel John Legg and other Occupants of the Plaine farme in Marblehead.

There being but Eleven of the Defendants that appeared who refusing to respond the action for the fifteen Defendants absent and being legally called made default. The Courts Judgement is that the plaintiff receive five acres of land according to writ and costs, bill costs taxt is £3-8-6.

The Eleven Defendants appearing Crave an appeale.

Execucion granted March 9, 1704.

Copia Vera Attest Stephen Sewall Cleric.

Mass. Archives, vol. 40, p. 832.

Copy of Execution, issued 9 Mar. 1704/5, by Stephen Sewall Cleric ; returnable last Tuesday of March, to Nathaniel Saltonstall Esquire at Salem ; Inferior Court, Newbury, September last, for recovery of land sued for and costs £3-8-6, against Coll. John Legg and others, in favor of Erasmus James of Marblehead.

Return :—Extended on 6 acres and 1/4 and 1/16 in Marblehead, Plaine farme, bounded

on the Northwest the highway the old high way

on the Southwest with William Woods

on the Southeast with the Sea

on the Northeast with Robert Bartlett

and given the same by turffe and twigg to Erasmus James in full satisfaction, 15 March, 1704/5.

William Gedney Sheriffe

Mass. Archives, vol. 40, pp. 827-830.

Petition to Governour, etc. Joseph Dudley, by Robert Bartlett of Marblehead, shoreman, September 4, 1705, as to writ of trespass etc. bearing date 7 September, 1704, on complaint of Erasmus James of Marblehead against Petitioner and 25 other defendants to be heard at Common Pleas, Newbury, September last ; Petitioner and rest had no legal notice, but with 10 others happened by accident to be present when same was called and endeavoured to defend themselves but were not allowed so to do, and the Court entered Judgement against us by default for land sued for and costs taxt at £3-8-6, execution was granted March 9, 1704 and levied by the Sheriff of Essex on land purchased legally and quietly held for more than 20 years. Craves that his Excellency and Council and this Honourable Assembly grant redress.

In the House of Representatives, Sept. 7, 1705, read.

October 25, 1705, Read and ordered that a Hearing be granted before this Court on Wednesday next and the parties concerned notified accordingly. Sent up for Concurrence,

Thomas Oakes, Speaker.

31 Oct. 1705, In Council, Read and ordered that Erasmus James the adverse party be served with a Copy of this Petition and shew cause, if any he have, on Wednesday the Seventh of November next, why the Petitioner should not have remedy provided as is prayed.

Isaac Addington Secretary.

Mass. Archives, vol. 40, p. 833.

Copy of above, endorsed,—A true Copie of this above-said petition and the Councill's order thereon was Delivered to Erasmus James this 5th of November 1705, and was notified to attend his duty according to order per me Samuel Nickleson Constable Marblehead.

Mass. Archives, vol. 40, p. 822-3.

9 November, 1705, In Council

Upon Consideration of the Petitioner of Robert Bartlett, And haveing heard both party's, why remedy should not be provided for him Resolved

That the persons appearing at Newbury Court to answer Erasmus James's Action, though a minor part of Twenty-six ought to have been received as Defendants and accordingly heard. That the persons appearing ought upon their challenge of an Appeale to have been admitted thereto. That the Judgement given in the case by default is vitious and that by an Act of this General Assembly the said Judgement and Execution thereon ought to be dissolve. And that Bartlet be restored to his Land, and James to his right at law to proceed against any or all the persons named in his writt now shewin in Court

Sent down for concurrence

Isaac Addington Secretary

In the House of Representatives

November 9, 1705 : Read and Concurr'd

Thomas Oakes Speaker.

Mass. Archives, vol. 40, p. 819.

[Nov. 17, 1705.]

Answer of Erasmus James of Marblehead, ship carpenter, to petition of Robert Bartlett, addressed to Joseph Dudley, Esquire, Governour etc.

Whereas Bartlett has petitioned etc. which was acted upon by Council, with order of notice etc. which was never served untill the 5th of this instant November in the evening, your Petitioner being totally ignorant of etc. but in obedience thereof he timely appears and prays that a days time spent in travel from Marblehead was not sufficient to prepare his answer, copy records of Town and Proprietors Clerks, etc., but in answer to No. 1 due notice was served on the Proprietors Clerk, which was lawfull etc., trouble was caused by their obstinacy.

No. 2 Land taken was not from Bartlett's particular land but that Common and undivided of the Proprietors.

Mass. Archives, vol. 40, p. 824.

Capt. Andrew Belcher honored Sir

Whereas In August last I had a Small fishing ketch called the Dove whereof Nicholas Meriott was mastar taken by Capt. Crapo into Port Royall & when Mr. Louis Allin was here last winter I agreed with him that if he

could procuer & deliver my said ketch at Port Royall in Condition she was in when taken (the fish & salt then in her only excepted) unto the said Nicholas Meriott on my behafe & for my use & also that the men belonging to her namely Nichols Meriott, Joseph Ashton, Thomas Pouls & Henery [?], should be at liberty to come home with said ketch together with a safe passeporte from the governor of Port Royall to save & keep harmeless the said ketch & men from any hindrance molestation or damage from any french or Indians they might met withall in their returne to Marblehead & said ketch to Return with the Rest of the vessels that was then agreed for with said Allen; then I am to pay him seaventy pounds monys at fiveteen peny wait upon the Masters Receipt Returned to me; I then suposing that shee would come home last fall but the said Louis Allin haveing not compyed [*sic*] with that Agreement I doe now Request that you please to give such order to Capt. Rouse or such other person as may be employed to goo to Port Royall to bring said ketch with her appurtenances on as Resonable tarms as may be & to procure liberty for the said Master & men to come home with said Katch & a passpote from the governor as aforesaid provided the whole cost doth not amount to more than sixty pond monys at fiveteen peny waite & allso if it maybe that the passport continue for six months & allso I Desire you will pleas to order a Supply of provishons for the men to bring her home all which shall be thankfully acknoleged & Repaird againe by me who am Sir

Your humble servant,

Nathaniell Norden

Boston April the 10th 1706.

[Backed] To Capt. Andrew Belcher Esq.
Merchant In Boston

Mass. Archives, vol. 63, p. 5.

Summary.

Apr. 26, 1706.

Joseph Dudley Esq. Captain General . . . Massachusetts Bay and New Hampshire . . . and Vice Admiral of the same, on application by Capt. John Turner, licensed

&c Wm. Rouse Commander of Sloop Anne with 6 men to sail to Port Royal for redemption of Sloops and men &c. Signed and my "Seal at Armes" affixed.

J. Dudley.

By his Excellency's Command.

Isaac Addington Secretary.

Mass. Archives, vol. 63, p. 4.

Petition of Erasmus James, Marblehead, shipwright, to Joseph Dudley, Esquire, Governour etc., May 29, 1706, Whereas on Petition of Robert Bartlet, September 1705, on October 31, 1705, by Council a hearing was set for November 7, 1705, received by Petitioner one day before, was given as reason for his asking more time at hearing etc. Board was not pleased to grant same and on November 9, in General Assembly a quick Resolve was made in favor of Bartlet, desolving the Judgement and Execution of the Inferior Court by which your Petitioner was in possession etc., and Bartlet put in possession without a full hearing by the Assembly or a Trial at Common Law Courts which were open for the Review of same, and such construction has been put on same as to encourage Bartlett (who indeed never had nor shewed any right to the said Land) to sew your Petitioner for trespass of his Servants for carrying away the hay etc. from the same while it was actually in his possession, before the Judgement had been nullified, Prays the General Court's consideration of same, for instructions, as may Barr said Bartlet's Litigious Suit now pending in Inferior Court and others threatened by him.

In the House of Representatives, June 7, 1706, Read, In answer to the Petition . . . to prevent multiplying of Lawsuits . . . Ordered Mr. Samuel Balch, Mr. John Poole and Capt. William Goodhue be a Committee to consider whether Petitioner did Bartlet any damage etc. while it was in his possession, if so adjust same, which barrs said Bartlett forever, and any suit now pending before Justice Hathorne is hereby annulled and made void. Sent up for Concurrence.

Thomas Oakes Speaker.

11 June 1706, In Council. Not agreed with Representatives, Ordered That the Petitioner be in peace, and

not liable to any Action for Trespass alleged to be done upon the Land within-mentioned by petitioner before the Act passed by this Court for restoring the land to Bartlett, unless it be made to appeare to have been done Maliciously.

Isaac Addington Secretary.

Sent down for concurrence.

In the House of Representatives June 21, 1706, Read and Passed a Concurrence

Thomas Oakes Speaker.

Mass. Archives, vol. 40, pp. 834-6.

The Declaration of John Curtiss Senior of Marblehead.

Sometime about the Middle of March I was shipped By Archibald Ferguson of Marblehead, on board the sloop Flying Horse, and therein to go as far as Little Canso Harbor There to meet with a Vessell, and then to return to Boston The first Place we arrived at after we sailed from Boston was Monhegon, the 2d Pugnico, within the Bay of Funde, where came on Board us severall French and Indians to whom we sold sundry Goods particularly [?] 3dly To the Passage, where we traded likewise, 4thly to Lahave where we saw nobody, But a smoke after wee were come out, 5 To Margarets Bay, where we saw none 6 from thence to white head where we saw nobody, from thence to Little Canso, our Designed Port, where soon after we came to Anchor we saw 2 Canows of Indians, which soon came on Board us, and By one of the Indians, Captain Veach sent a letter to Jedore and had an Answer By the same in eleven Days. The whole time that we were here was about 20 Days and we traded with the aforesaid Indians, From thence we sailed through the Gutt of Canso, with the Indians for Pilots, Bound for the Island of Madland [Magdalen] to meet with the Vessell wee expected. In the Gutt of Canso we saw a small French Bark which we thought had been the expected Vessell and therefore gave them chase and when we came up with them we sent over our two Indians on Board with a Letter who answered that they were loaded with Coal bound for Placentia, with whom we traded nothing only one Gun Captain Veach bought for tobacco,

and so we left then Endeavouring to make the Isle of Madland but could not find it, therefore we returned to Little Canso where we took in our two Indians again, and designed homeward, we put in at Island Harbour where severall Indians came on board us, with whom we traded with sundry goods. From hence we sailed with one of our former Indians and a Sagamore which we took in here, the next harbour we put into we saw nobody, But the next being C—— Harbour we saw sundry Indians with whom we traded [?] we left one of our Indians, but kept the Sagamore till we ca[me] to Jedore, that being the next port where with sundry Goods we traded with a French man From hence we sailed to Margarets Bay where we saw severall Indians with whom we traded, and by whome Captain Veach sent a letter to Malagash to meet us at Lehave where we came and tarried about two Glasses seeing nobody, By the Impatience and Instigation of the Company we came to sail and so came to Cape Ann where we put on Board a sloop (the Master Isaac Row) the Goods that we traded for some in cask and some in [?] Captain Veach, Butterfield and the Boy went up in said sloop to Boston. And he farther Declared that Captain Veach Desired me to keep all the transa[ct]ions of the voige secret, farther saith not.

John Curtiss his mark

Marblehead June 14, 1706.

Essex ss.

Marblehead, June 14, 1706.

The within mentioned John Curtiss appeared before me the Subscriber one of her Majesties Justices of the Peace for said Countey and attested the within written Declaration is the truth the whole truth and nothing but the truth

John Legg Justis Pecis

Curtiss further saith, That they Traded Cloth and Duck Shott in most of the Harbours they were at, which was delivered by Captain Vetch and Butterfield

16th August 1706 In General Court

Jurat Curtiss in Captain Vetch's Tryal

Attestor Isaac Addington Secretary.

[Backed]

To Mr. Thomas Oakes

Speaker of the House of Representatives In
Boston.

Mass. Archives, vol. 63, p. 15.

Note. Bill of Lading, Archibald Ferguson master, who
with his crew, thought he was bound to Little Canso.

Mass. Archives, vol. 63, p. 39.

Witnesses include Nicholas Merrit, Henry Darling,
John Curtisse, Archibald Ferguson, Mathew Pymar, Wil-
liam Blackler, Michael Coomes, Mark Hascoll, Joseph
Maudesly, John Collins, Charles Green, Peter Potto, Abra-
ham Miller and John Tucker.

Mass. Archives, vol. 63, p. 65.

(*To be continued*)



CAPTAIN RICHARD STACEY, 1732 - 1792

From a portrait painted in London in 1775

HISTORICAL COLLECTIONS
OF THE
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VOL. LVI

APRIL, 1920

No. 2

CAPTAIN RICHARD STACEY OF MARBLEHEAD.

MASTER MARINER AND MERCHANT OF THE REVOLUTION.

BY HARRIET SILVESTER TAPLEY.

THE complete history of the maritime life of Marblehead, with sketches of the men who contributed to its greatness, is yet to be written. Of all the old families of that town, none has been more closely identified from the very beginning of the settlement with the seafaring life than the family of Stacey. In the fisheries, in commerce, as ship owners, merchants, master mariners, fishermen and seamen, in war and in peace, members of this family have taken a most active part in the shipping life of the ancient sea-coast town. Richard Stacey was one of those who figured conspicuously before and during the Revolutionary period. The portrait which accompanies this sketch was painted in 1773 by a noted artist in London, and has recently come into possession of the writer, it having been discovered in a state of extreme dilapidation in a western city and restored by Isaac H. Caliga.

Capt. Richard Stacey was the son of Capt. John and Hannah (Skinner) Stacey, and was baptized at the Second Congregational Church in Marblehead Feb. 20, 1732. He was descended on his father's side from the emigrant John Stacey, who was in Marblehead as early as 1639, as well as from the Pedricks, Sandins, Woods and Peaches, all very early settlers of that town. Captain Stacey com-

menced early to follow the sea, as did the generation before him. He was married, July 12, 1759, by the Rev. Peter Bours of St. Michael's Church, to Penelope Hazard, daughter of Deputy Governor George and Sarah (Carder) Hazard of Newport, R. I., and granddaughter of Governor Benedict Arnold, both distinguished Rhode Island families. Penelope Hazard was a sister of Abigail, wife of Rev. Peter Bours, and she died, April 29, 1764, at the age of thirty-one years. She was buried in Michael's churchyard, where the gravestone may be seen today. Nearby is the grave of Rev. Peter Bours, who died suddenly, Feb. 24, 1762, and of whose will Captain Stacey was a witness three days before.

Two children were born to Richard and Penelope (Hazard) Stacey, both being baptized at St. Michael's Church, Hannah, Aug. 17, 1760, and Richard, April 1, 1764. October 31, 1765, Captain Stacey married, second, Rebecca Mullett, daughter of Elias and Rebecca (Pearce) Mullett, of French Huguenot descent. She was baptized at the Second Congregational Church, August 25, 1745, and was descended in the fifth generation from the Pearces and Browns who had grants at Pemaquid, Maine, as early as 1621. By this union there were born: Richard, baptized at St. Michael's Jan. 31, 1768; Rebecca, baptized at St. Michael's May 6, 1770; George, born about 1774; died at Marblehead, July 21, 1806; Lucretia Bourne, born at Andover Sept. 22, 1778, baptized at St. Peter's, Salem, and died at Andover, April 22, 1781, the stone still standing in the South Parish cemetery; Sally, born at Andover, May 19, 1780, the famous dark day; Nathaniel, born at Marblehead, Jan., 1786, and died Aug. 12, 1808, at the home of his brother-in-law, Joshua Silvester, in Andover; two children, Nathaniel and John, died in infancy.

May 18, 1767, soon after marriage, he bought the estate of his wife's grandparents, John and Elizabeth Pearce, where he ever afterward made his home. This house is still standing on Washington street, opposite Pleasant street, and is now owned by heirs of Mrs. Mary Silver, the original outlines being lost in the countless alterations and improvements of the past century. A few

months after this purchase, Dec. 17, 1767, he came into possession of the estate of his father, Capt. John Stacy, on Washington street, which he sold to Joseph Northey Oct. 8, 1768. This house became subsequently the birth-place of Joseph Story, Associate Justice of the United States Supreme Court.

Capt. Richard Stacey made his first voyage as commander of a vessel in 1756, when he was the registered captain of the schooner "Pembroke," 66 tons, from Marblehead to Philadelphia. He was then twenty-four years of age, but had seen much service with his father, who in the "Neptune" and "Industry," from 1759 to 1761, had made frequent voyages to and from Lisbon and Bilbao. From this time he became one of the leading merchants of Marblehead when that town was second only to Boston as a commercial centre. In the same year he also made a voyage to Spain and Portugal. In 1757 he was in command of the brig "Benjamin," 94 tons, to St. Kitts and St. Martin's in the West Indies; from 1758 to 1760 he was captain of the Snow "Port Pacquet," 94 tons, on several voyages to Lisbon and the West Indies; in 1761, '62 and '63 he made trips to St. Kitt's, St. Martin's and Barbadoes, with the brig "Benjamin," returning with cargoes of rum, molasses and salt consigned to Stacey & Glover, Jacob Fowle, and others; in 1764 he commanded the schooner "Newbury," 60 tons, in voyages to St. Kitts and Anguilla; in 1765 he commanded the schooner "Dreadnaught," 80 tons, to St. Christopher, Bilbao and Cadiz.

Captain Stacey unfortunately signed the famous address to Governor Hutchinson pledging loyalty to England, and then sailed on a long voyage. During his absence the liberty party grew in numbers and enthusiasm, and upon his return he was asked to state his position, which he did in the following letter, which appeared in the *Essex Gazette* :—

The Subscriber having just returned to the Province after a long absence, and finding an Address which he signed to the late Governor Hutchinson has given great Uneasiness to the Public, and that the said Mr. Hutchinson is generally viewed as an Enemy to

America, begs Leave to assure the Publick that he had no intention of injuring his country, or of offending it by supporting any one unfriendly to its cause—And he now renounces the Address in every Part, and declares his Readiness to assist in defending the Rights and Liberties of America, hoping that he shall still continue to enjoy the wonted Esteem of his respected Friends and Countrymen.

RICHARD STACEY.

Marblehead, 20th January, 1774.

Although early affiliated with St. Michael's Church, like many of the most prominent communicants he remained a staunch patriot during the Revolution and gave of his time and money to further the interests of the Colonists. Feb. 19, 1779, he was appointed on a committee to "wait on persons in regard to assessments for additional bounty for those who enlist." The committee consisted of Jonathan Glover, Col. Azor Orne, Capt. Joshua Orne, Capt. Samuel Pote, Capt. Samuel Hooper, Capt. Thomas Peach, Capt. John Selman, John Gerry, Thomas Gerry, Esq., Capt. Richard Stacey, Capt. Robert Hooper, Capt. John Grush and Deacon William Doliber. On the same date he was also one of a committee of seven appointed to see that "the price act be carried into execution." March 24, 1777, he was a member of the Committee of Inspection and Safety. On the 21st of the following April he was chairman of a committee appointed by the town to provide physicians and medicines to carry on the work of inoculation for the small pox, an epidemic which greatly added to the hardship of Marblehead families, the other members being Capt. Samuel Hooper, Robert Hooper, jr., Capt. John Merritt, Capt. John Russell, Capt. John Stevens, Capt. Samuel Gale, Valentine Tedder, and Capt. William Hooper.

At about this time Captain Stacey purchased a large farm in Andover, to which place he removed his family as a place of safety during the Revolution, as did several other merchants and patriots, notably Jeremiah Lee and Samuel Sewall of Marblehead and John Dyson of Beverly. While attacks by water were daily expected, these inland estates served as temporary abiding places. May

22, 1777, Capt. Richard Stacey, gentleman, bought of Obadiah Foster of Andover a farm of 74 acres on the Billerica road near Nehemiah Abbott's tavern. In the advertisement of the sale of this farm after the Revolution, the Salem Gazette of Jan. 8, 1784, states that it was situated "about 1 & 1-2 miles from the Rev. Mr. French's meeting house, well wooded and watered and fenced with stone wall, has on it two good houses and a large good barn and many other conveniences, with a good garden. This farm was formerly Capt. John Foster's, is well situated for a tavern or any other trade, and has as good tillage land as any in Andover. The farthest part of said farm is not more than one half mile from the dwelling house, which makes it very convenient. One may stand at the door and see all the business going on in most part of the farm."

May 19, 1777, three days before Captain Stacey purchased this farm, he was elected one of the Representatives to the General Court from Marblehead, with Capt. Joshua Orne, Col. Jonathan Glover and Col. Azor Orne.

From 1778 to 1782 he was taxed in the South parish of Andover. He returned to Marblehead in 1783, and was chosen one of the selectmen, the other members of the board being Dea. Samuel Gatchell, Capt. William Hooper, Capt. William Blackler, Dea. Stephen Phillips, Capt. N. Lindsey, and Samuel Waite. He also served as fireward from 1777 until late in life, the board being composed of twelve leading men of the town. A notable town meeting was held April 24, 1783, with Gen. John Glover as moderator, when Captain Stacey was appointed on a committee to draw up resolutions to prevent the return of the refugees to town, his associates being Hon. Elbridge Gerry, later Governor of Massachusetts and Vice President of the United States, Thomas Gerry, Esq., Hon. Joshua Orne, Col. Jonathan Glover, Edward Fettyplace, Esq., and Richard Harris. During the Revolution and the period which immediately preceded it, Captain Stacey appears from the tax lists to have been most successful as a merchant and one of the wealthy men in a town noted for its commercial activity. According to the "Conti-

mental Book of Names" at Abbott Hall, in 1779, Marblehead had a population of 4,777, with 73 blocks, 422 houses, 172 barns, 40 shops and 19 warehouses. Captain Stacey had a negro named "Jacob" in his family in 1784. He was the owner of several fishing schooners in 1783 and 1784.

Captain Stacey's connection with St. Michael's Church was of long duration. In 1784 he was elected a vestryman, and in the following year there were associated with him, Woodward Abraham, lay reader, Capt. Israel Foster, Capt. Samuel Hooper, Samuel Sewall, Esq., Chief Justice of the Supreme Court of Massachusetts, Capt. William Andrews, Capt. Joseph Lee, Capt. Joseph Hinckley, and Capt. Thomas Procter. Meetings of the proprietors of the church were upon occasion held at Captain Stacey's house, which was near. March 31, 1788, a vote of thanks was tendered Captains Edward Bowen and Richard Stacey for their services as wardens. At this time Capt. John Knight, Capt. Joshua Orne, Col. Marston Watson, Thomas Lewis and Dr. Luke Drury were associated with him on the vestry. He owned the pew numbered 2 in the church.

To Captain Stacey, as to many others, the period following the Revolution brought financial distress and his property became involved to an alarming degree. The merchants of Marblehead sought strenuously to restore the prosperity which the town enjoyed before the war by fitting out ships for foreign ports, but her greatness as a commercial port was gone forever, and the resort to fisheries was the only alternative. Captain Stacey died April 5, 1792, at the age of sixty years, and was buried in the Second Church cemetery, now the Unitarian. He was attended in his last illness by Dr. Elisha Story, the distinguished physician and surgeon. Administration was granted to his widow, Rebecca, and the inventory which was returned by her, Nov. 29, 1794, showed that he was possessed of a mahogany desk and bookcase, a maple desk and bookcase, six walnut chairs, a tea stand, an old mahogany table, five looking glasses, a mahogany card table, a marble slab (which was appraised higher than any other item except the desk and the plate), eight windsor

chairs, eight pictures, glass, china and plate, shovel and tongs, tea tray, delph ware, brass candlesticks, and-irons, a large easy chair and a small one, a round chair, toilet table, and a pair of walnut case drawers. Of Captain Stacey's children, Hannah married Edwin Gardner, Rebecca married David Silvester, and Sally married Joshua Silvester, both sons of David Silvester, Esq., a prominent ship-owner and merchant of Pownalborough, now Wiscasset, Maine, who had sent his sons to the Marblehead Academy to be educated. The other children died in infancy or unmarried. There are numerous descendants of Captain Stacey in all parts of the United States.

JOURNAL OF DOCTOR SAMUEL HOLTEN

WHILE IN THE CONTINENTAL CONGRESS, MAY, 1778,
TO AUGUST, 1780.

(Continued from Vol. LVI, Page 32.)

Jan. 1, 1780. The Hon. Mr Forbes¹ supped with us.

3. Rec'd a letter from y^e hon. Mr Adams and the hon. Mr Palmer.

The Virginia troops marched thro' this city to South Carolina.

5. It is said some of the enemies vessels are ashore in the Jerseys.

6. I wrote to Mr Adams.

8. We have accounts that y^e army is in great want of provisions.

10. I dined with the Minister of France, Mr President Reed & a number of members of Congress dined there.

12. The enemy is in great want of supplies.

14. I visited the President's lady, she is sick with the small Pox.

15. Congress agreed upon a number of resolutions for establishing a Court of Appeals, of members out of Congress.

18. I dined with the Minister of France. Three years this day since the decease of my hon^d Father.

19. Yesterday Mr Searle cained the Sec'y of Congress & the Sec'y returned the same salute.

22. Baron Stuben came here to board. Mr Wythe,² Mr Holman & Mr ——— Judges of Appeals.

¹James Forbes, delegate from Maryland.

²George Wythe (1728-1806) of Virginia, a "Signer" and wealthy slave owner.

25. Samuel Osgood,¹ Esq^r arrived here from Boston, charged with business from the Court. Received a letter from Colo. Hutchinson.

26. Rec'd a letter from Jonath Webster, Esq^r. M^r Osgood dined with us.

29. I dined with Colo. Pickering.

Feb. 1. I dined with the President.

2. D^r Brown, the chief Physician & Surgeon of the army, spent y^e evening with me.

4. The medical committee met in my chamber.

5. M^r Livermore² arrived here from New Hampshire.

7. Rec'd a letter from M^r Kettell. Congress received letters from Gen. Lincoln.

8. I dined with the Minister. Wrote to Colo. Enoch Putnam.

9. Congress agreed to resolutions for filling up the army.

10. I dined with the Honorable R. Morris, Esq^r.

12. Maj. Osgood set out for Boston. I wrote to Colo. Hutchinson, M^r Freeman, M^r Webster. Congress rec'd a letter from M^r Jay.

14. I wrote to the President of the Council of Massachusetts p^r Post & to the Hon. J. Palmer, Esq^r by M^r Cranch.

16. The Hon. the Medical com^t met in my chamber.

17. Colo. Baldwin³ of Mass^a Bay dined with me.

18. I wrote to the Reverend M^r Smith of Middleton.

19. We had an account from Gen. Washington respecting some damage done by the enemy at White Plains.

20. I attended public worship in the afternoon at Doct^r Ewins. I was invited to the funeral of the Lady of Hon. M^r Paca, But being indisposed I did not attend.

21. Doct^r Sheal dined with us.

22. I dined with the minister. I wrote to the hon^{ble} Jere Powell, Esq^r.

¹Col. Samuel Osgood of Andover, Mass., merchant, officer in the army, afterwards United States Postmaster General and Nava Officer of the Port of New York.

²Samuel Livermore (1732-1803), Judge of the Superior Court of New Hampshire, and United States Senator.

³Col. Loammi Baldwin (1745-1807), of Woburn, member of the General Court.

23. The Hon. the medical com^t met in my chamber.
24. Congress sit late upon very important matters. I wrote to y^e council of Massachusetts.
25. Congress called upon the States for large supplies.
28. I rec'd a letter from the Hon. M^r Greenleaf¹ & one from y^e Hon^r M^r Hopkins & several papers from Boston.
29. I wrote to the Hon. M^r Derby,² M^r Sherburne,³ M^r Story.⁴
- Mar. 2. I dined with the minister of France.
3. Congress agreed to recommend to the States to set apart the last Wednesday in April next as a day of Fasting & prayer. I wrote to y^e Hon. Caleb Cushing.
4. Congress rec'd a packet from France this day by the way of Boston.
6. I wrote to the President of the Council of Mass^a Bay. We have accounts that y^e enemy are arrived in Georgia.
7. I wrote to the Hon. Dan^l Hopkins, Esq^r & dined with the President of Congress.
8. I met the medical committee. Colo. Pickering dined with us & Colo. Nicholas.⁵
9. Congress has been in a committee of the whole on finance. This evening a woman was taken as a thief in this house.
10. I met the committee on Finance twice this day.
11. I was with the com^t of Finance the chief of the day. I dined with y^e minister.
12. I received a letter from Gen. Lincoln.
15. The Post brought no mail from the eastward of Fish-Kill.
16. Wrote to M^r Wiat & M^r Kittell.
17. I dined with the minister. I wrote to M^r Hancock & M^r Adams.
18. Congress agreed to call in all the paper currency by taxes.

¹Benjamin Greenleaf.

²Richard Derby of Salem, member of the Massachusetts Council.

³John Samuel Sherburne (1757-1830), of Portsmouth, N. H.

⁴William Story of Boston.

⁵Col. George Nicholas of Virginia, a leader in the Constitutional Convention and the first Attorney-General of Kentucky.

20. Rec^d a letter from y^e hon. M^r Palmer, M^r Sullivan & M^r Avery.

21. I wrote to the Hon M^r Greenleaf.

23. Congress have adjourned to Saturday, tomorrow is good Friday.

24. I wrote to the Hon. M^r Palmer & the Hon. M^r Sullivan p^r Express. Colo Ward & M^r Pierse¹ dined with us.

25. The Hon. M^r Forbes, a member from the State of Maryland, deceased. I dined with the minister of France.

26. I attended the funeral of M^r Forbes. Colo. Hendley arrived here.

27. Rec'd a letter from my daughter Sally. Congress had letters from M^r J. Adams.

28. Wrote to the Hon. M^r Adams, M^r Palmer, M^r Gordon, Colo. Orne, M^r Hall & his son & Capt. Williams.

29. Gen. Portail is ordered to join the southern army. Colo. Haziell & M^r Law dined with us.

30. M^r Maderson² & M^r Killosh³ dined with us.

Apr. 1. I dined with the President.

5. Congress approved of Gen. Washington's sending Maryland and Delaware troops to S^o Carolina.

6. I wrote to Doct^r Foster. Took a walk with M^r Gerry & M^r Livermore.

8. Wrote to the Hon. M^r Wood by M^r Partridge. M^r Livermore & his son set out home.

9. Sabbath day. Heard M^r Armstrong preach. The Hon. M^r Partridge left us.

10. I dined with the minister. Congress agreed to make good to the officers & soldiers their pay on account of the depreciation of the money.

11. Wrote to Doct^r Gordon & Hon. M^r Partridge. N. B. I enclosed to M^{rs} Holten 400 dollars.

12. M^r Eustis⁴ & D^r Cragie dined with us.

¹Probably William Pierce, Aide-de-Camp to Gen. Green, delegate from Georgia.

²James Madison (1751-1836), delegate from Virginia, afterward President of the United States.

³Francis Kinloch, delegate from South Carolina.

⁴Dr. William Eustis (1753-1825), of Cambridge, Mass., who was serving as a surgeon in the war, with headquarters at West Point, afterward Secretary of War and Governor of Massachusetts.

13. I received a letter from Josiah Batchelder, Esq^r Congress appointed a com^t to repair to headquarters.

14. Maj^r don Ponso went into the country.

15. Baron Steuben set out for headquarters. I rode out with him 5 miles.

17. Wrote to the Hon. Jabez Fisher, Esq^r by M^r Torrey.

19. It is five years this day since the war commenced. I dined with the President of Congress.

20. D^r Sheald dined with us.

22. I rode out with y^e President of Congress, Gen. Fulsom & the Sec'y, eleven miles to the sec'y's farm.

24. Rec'd a letter from the Hon. J. Sullivan Esq^r.

25. I wrote to the Hon. M^r White. M^r Peabody set out for headquarters. I rode out with him 5 miles.

28. Wrote to M^r Sullivan. Rode out with M^r Gerry.

29. I rode out twice. The President of Congress drank tea with us.

30. Rec'd a letter from the Hon. M^r Derby.

May 2. Wrote to the Hon. M^r Adams, M^r Avery, M^r Batchelder, & M^r Carnes.

3. Rec'd a letter from M^r Peabody. The medical committee met in my chamber.

5. I rode to Germantown with M^r Gates.

6. I rode out & then dined with the minister. Three men were hanged here this day.

8. I attended at the Roman Catholic church on account of the death of Don Juan.

9. I rode out to Frankford.

10. I dined with the President. Wrote to M^r Derby.

11. Rec'd a letter from M^r Partridge.

12. I dined with the Minister of France.

13. I rode out with y^e President of Congress, Gen. Fulsom & M^r Ellery.

14. Sabbath day. I attended at D^r Duffie's & M^r Marshal's. Gouverneur Morris had his leg cut off.

¹⁴"Last Sunday morning Govern^r Morris got into his carriage at the city tavern to ride out and his horses took fright and he endeavouring to get out, shattered one of his legs to pieces so that it was immediately taken off."—*Letter from Dr. Holten to Hon. George Partridge.*

15. I received a letter from Doct^t Gordon, D^r Warren & the Hon. M^r Wood. Congress rec'd a packet from France by the Marquis de la Fayette. Agreeable intelligence.

17. I met the medical com^t.

18. Congress sit twice this day & till 11 o'Clock at night upon important matters.

20. The Marquis made us a visit.

23. I wrote two letters to the President of the Council. The militia of this city mustered & they made a good appearance.

24. I visited the Hon. M^r Mulhenburg with M^r Ellery & Gen. Fulsom.

25. It is two years this day since I left home. The post brought no letters.

26. I dined with the Minister of France.

27. It is said that 3 women have been drowned in y^e Delaware this day.

29. Rec'd a letter from Hon M^r Adams, M^r Cushing, & 2 from D^r Foster.

31. Gen^l Election, Boston. I dined with the Minister. June 1. Rec'd a letter from D^r Brown & M^r Avery.

2. Wrote to Messrs. Greenleaf & Cross.¹

3. The Hon. M^r Gerry set out for Boston & Jere with him. I wrote to the Hon. Council.

5. We have accounts from the southward by which it is supposed Charleston is taken.

6. I wrote to the President of the Council.

7. I dined with y^e Minister. M^r Lovell's son arrived here.

8. It is said Charlesⁿ was taken the 18th of May. M^{rs} Holten informs me M^r Nurse² died Apl. 7th.

10. We have another account that Charleston surrendered the 11th of May.

11. It is said 7 French vessels are arrived here.

12. It is said Charleston is taken by the enemy.

13. I wrote to the hon. M^r Hancock, M^r Kettell & Jere. Gen. Ward arrived here this morning.

¹Stephen Cross of Newburyport.

²Francis Nurse of Danvers.

14. One of Gen. Lincoln's aids is arrived with the accounts of the surrender of Charlestown.

15. I rec'd a letter from M^r Avery, informing me of my appointment to y^e council board.

17. I rec'd a letter from the Hon M^r Peabody by Gen. Schuyler. James Lovell sit out for Boston.

19. Rec'd a letter from D^r Brown, Hon. M^r Partridge & the Hon. M^r Adams, by order of y^e council, notifying me of my appointment to a seat in the Hon. Council.

21. I wrote to the Treasury board.

22. Gen. Lincoln arrived here. I rec'd a letter from D^r Gordon & M^r Story.

23. I wrote to the Hon. M^r Gerry & dined with the President of Congress.

24. The light horse of this city set out to headquarters.

25. Sabbath day. I attend public worship in the forenoon at the Dutch Lutherans.

28^e. I dined with Colo. Pickering. The Hon. M^r Adams arrived here from Boston.

29. Rec'd a letter from Colo. Hutchinson & dined with the minister.

July 1. Gen Lincoln set out for headquarters.

3. I received a letter from M^r Isaac Smith¹ of Boston.

4. Anniversary of our independence. Congress attended the public commencement & had a cold collation with a number of Gent. I wrote to the town of Danvers & to Col. Hutchinson.

7. Wrote to the hon. M^r Bowdoin² & Rev. M^r Wadsworth.

8. D^r Shippen y^e Director Gen. of the hospitals paid me a visit. I wrote to the hon^r M^r Dana and Carmichael.

11. Wrote to Isaac Smith, Esq^r & to M^r Kettell.

15. I rec'd a letter from M^r Peabody mentioning y^e arrival of y^e F[rench] Fleet at R[hode] I[sland.]

17. Dined with y^e minister. I rec'd a letter from M^r Story.

¹Isaac Smith, afterward Librarian at Harvard College and preceptor at Dummer Academy.

²James Bowdoin.

19. Dr Cockron brought me a letter from Mr Peabody. I wrote to Gen. Gates.

24. Rec'd a letter from Mr Warren & Jerry.

25. Jerry returned & brought me a letter from D. Putnam, Rev. Mr Smith, Joseph Hall, Mrs Holten & my daughter Sally.

26. I began to prepare to return home.

27. Sir James Jay spent the evening with me.

28. The president, Justice McKean & Dr Sheal paid me a visit.

29. Sir James Jay spent some time with me upon state affairs.

Aug. 2. I set out from Philadelphia to Boston and am now at Mr Thompkins 17 miles from y^e city. This is a good inn.

3. Rode to Howel's Ferrey, 17 1-2 miles, dined at Mr Cowel's, Then crossed y^e Delaware, traveled about 15 1-2 miles to Quakertown.

4. I traveled to Bethlehem 7 or 8 miles & dined, then traveled to Miller's, 12 miles. I overset this day & hurt my ankle & the lock of my Box.

5. I traveled to Hakertown 8 miles & dined at Mr Dav^d James', then traveled to Pettit's 10 miles, where I am to lodge this night. The weather is very warm & I am not well.

6. Sabbath day. I traveled to Mr Cary's 15 miles & dined, then traveled 7 miles to Mr Perry's. The roads very dry.

7. Traveled to Mr Athol's 10 miles, dined, then traveled to Mr Drake's 10 miles (N. Y. State). This is a good Inn.

8. Rode 13 miles to Mr Soring's & dined, then traveled 5 miles to N. Winsor, crossed the N[orth] R[iver] to Fish-Kill 3 miles, then traveled 5 miles to Mr Bush's. Here I lodge.

9. Traveled about 3 miles, stopped at a Gent. House on account of a shower, then traveled to Colo. Vanderbury's 13 m. & dined, then traveled 9 m. to Colo. Morehouse's.

10. Traveled 13 m. to N. Milford, dined at Colo. Canford's, then 7 m. toward Woodberry. We have not much

to eat here. The land is very high & the road very bad. N. B. We sit out early.

11. Traveled 7 miles to Woodbury. Breakfasted at Mr Gillchrist's. Then traveled 11 miles to Waterbury & dined, then 11 miles to Southerton to Mr Lewes's. I believe it is a good Inn. The roads were very bad, excepting about 5 miles. N. B. Henry overset y^e shay.

12. I have not traveled any this day on account of my horses and rain in the forenoon. I am kindly treated here & good entertainment.

13. Sabbath day. I attended public worship in the forenoon. Mr Roberson preached a good sermon. I am still at Mr Lewes's. Weather very warm.

14. Traveled to Hartford 18 m. dined near the State house, then 8 m. to Mr Ellsworth's. A good Inn.

15. Traveled to West Springfield 15 m. & dined, then 5 m. to Springfield, on my way crossed Connecticut River, then traveled 10 miles to Wilbraham, where I now am & I think it is a good inn.

16. Traveled 16 miles, dined at Mr^s Bascom's, then traveled late 17 miles to Mr Livermore's in Spencer, where I'm to lodge. I am much ill. A very hot day.

17. Traveled through Worcester to Simsbury, 20 miles, called on Gen. Ward's Lady, but did not see her. Dined at Mr Ballard's (a good House), then traveled to Molbury to Mr Savin, where I now am, 8 m.

18. Traveled to Watertown, 20 m., & dined at the House where I dined with Mr Hancock when I sit out to the southward, then traveled to Charlestown Ferry, 8 m., & arrive at Mr Hall's in Boston about 5 o'Clock, where I was received with great respect.

19. I attended at the Hon^{ble} Council, was sworn & took my seat. The several members of the Board rec'd me with the kindest respect. I called at Dr Lee's lodging & left a card. I visited Mr^s Adams & Mr^s Lovell & Mr Warner, but Mr W. was not at home.

20. Sabbath day. I attended public worship at Dr Cooper's. Mr Elliot preached & y^e Dr. I dined at Mr Bowdoin's & drank tea at Mr Warner's.

21. I wrote to the Hon^{ble} Mr Lovell. I dined with Capt. Bradford. I drank Tea at Mr Bowdoin's with the

Council & D^r Lee. I spent part of the evening at Deaⁿ Sherbourne's.

22. I attended at the Council. Had a conference with D^r Lee. Dined with M^r Warner. Drank tea with the Hon. M^r Gill & took a walk with D^r Lee, D^r Cooper & a number of Gent. & Ladies. D^r Lee & D^r Cooper spent the evening with me. M^{rs} Hall gave us a good supper.

23. I sit out from Boston & dine at M^r Newhall's in Lynn, where I was met by a number of Gentlemen from Danvers, and they accompanied me home after stopping at ye Bell tavern. I am now arrived at my own House & have all the satisfaction of being with my own Family. I now close this Journal with a sense of divine goodness to me & my family in our long separation.

N. B. The foregoing was a matter of course. I was careful not to make any remarks upon the public affairs in this diary, for reasons I shall not mention at this time.

BEVERLY IN 1700. NO. 5.

BY SIDNEY PERLEY.

THE territory of Beverly included in this section was taken up by the early settlers very slowly as much of the land was rocky and swampy and undesirable for farming purposes. The length from the Wenham town line to the sea, north and south, is about two and three-fourth miles, and its width from Turtle hill to the Wenham line about one mile, east and west.

The designation of Cape Ann Side included this part of Beverly as late as 1670.

The tidal water bounding this section on the south has been generally called the sea ; and Mackerel cove has been so known since 1636.

The sandy shore at the foot of Brackenbury lane was called Patch's beach as early as 1850.

Mingo beach was so called as early as 1804. The name was occasioned by the residence of Robin Mingo upon the headland at its western end, a triangular lot having been given him by the town, from 1728 to his death in 1748, at the age of eighty-seven. He was a colored slave of Thomas Woodbury. He married Deborah Tailer, an Indian slave, in 1707. She survived him, and died in 1759.

Witch lane, which leads northerly into the woods from Hale street, a few rods westerly of Mingo's humble habitation, has been so designated since 1805 at least. This passes on the westerly side of "Flora's swamp," a name which was probably derived from some association with Flora, one of the negro slaves of that name in this locality. The swamp was so called as early as 1834.

The highland next westerly of Mingo's home, between Hale street and the shore, was called "The Park" as early as 1765, and also Burying Point in 1804.

The point of land at the foot of Prince street was called Ober's Point in 1864.

There are two considerable elevations in this section. One of them, Bald hill, was so called as early as 1662; and the other, Long hill, has been known by that name since 1662 at least.

Sawyer's plain was so called as early as 1669.

Thissell's brook was called, near Standley street, "y^e old houses brook" in 1707; and below Hale street Mackerel Cove creek in 1648; the river in 1764; the river leading to River Head bridge in 1801; and the brook or stream known as Thissell's river in 1901.

Gravelly brook was so called in 1782.

The oldest highway in this region is, of course, Hale street, the original road to Cape Ann. It was there in the earliest settlement; and was called the country road in 1683; the road that leads to Manchester in 1795; and was named Hale street in 1838. This road was straightened, as shown on the map, about 1840. The bridge over Thissell's brook, near Chapman's corner, was first ordered to be made by Salem as a foot bridge in February, 1645-6, by the Salem Quarterly Court. It had not been made three years later, when Gloucester was presented for want of a bridge at this brook. One was eventually constructed, however. It was called River Head bridge in 1801; and Thissell's bridge in 1838.

Brackenbury lane was laid out by the selectmen of Beverly March 18, 1678-9, and described in the records as

a Cart high way from the water side through Goodman Brackenberries farme unto the Drift way¹ afforesaid and from thence to the way that runs by the north side of bald hill as the way goes the said way to be two pole wide.

That part of this layout between Hale and East Lothrop streets was altered and abandoned in 1682. Brackenbury lane was called a town highway in 1707; the highway which leads to the beach in 1765; a town way leading down to Patch's beach in 1791; Patch's lane in 1801; and Brackenbury street in 1850.

¹East Lothrop street.

Prince street was called Point lane in 1834; and has been known as Prince street since 1864.

Boyles street was laid out by a committee of the town Nov. 14, 1682, as follows:—

At a meting of the select men the 21 of Aprell 1686 The Committee then made a Return of a town high way that they the said Committee laid out as foloweth: wee who were chosen by the town of beverly as a Committee to lay out such high ways as may be for the Conveinancy of the town: haue on the 14th of the 9th mo: 1682 taken a furvaie of a high way that was formerly laid out through goodman Brackenberys ffarm wee now see cause to alter the way and to lay it out in a nother place which is to say from a drift way which Runs from Ifaac woodberys to a brook that Runs to Nicholas woodberies mill from that drift way over the hill down to Jonathan Boills his house as the way is now bounded vnto the water side by Insign patchis house which is to say two pole wide which way is giuen by said Brackenbery for the use of the town for ever

wittness

SAMUELL CORNING SENR

JOHN DODGE SENR

JOHN HILL

Boyles street was called the town way leading to Mackerel cove in 1682; the road leading from Mackerel cove to Montserat in 1831; the highway leading to Mount Serat in 1833; and Boyles street since 1850.

That part of Cole street lying eastward of John Williams' house was laid out by a committee of the town April 1, 1686, according to the following record:—

wee whose names are vnder written have on the sd first day of Aprell 86 Laid out a high way tow pole wide through the land Commonly Known by the name of sawyers plain that is to say the way begins near the south west Corner of John williams his house and so Ruus through the plain betwen the land of Lieuetenont thorn-dikes and the land of Georg standly and the land of Robert bradford vntell it comes to the land of william Cleaus vpon the northerly side of Granillie Rige through said Cleeus his land and so to the high way near Richard patch his house.

This was called ye highway in 1697; and ye town highway in 1707.

Standley street, from Thomas Patch's house to Bald hill, was originated in 1683. It was laid out two rods wide. It was called ye town way in 1707; the road leading from Mackerel cove to Bald hill in 1782; the road leading from Bald hill over Boyles hill so called in 1793; the highway that leads from Patch's brook to Taylor's in

1795; the highway near the house of James Patch in 1801; and Standley street in 1845.

Hull street was so called in 1845.

Essex street was so called in 1845.

Grover street was laid out March 18, 1678-9, and described as follows :—

a drift way begininge between Iohn Dodges senior and Rice Edwards through the said dodges pasture and soe Southerly into the Common and soe through the Land of Tho: Baker into the high way by bald hill and soe through the Land of Georg Hull into the Common which way is to be two pole wide.

It was called the town highway in 1698; ye road y^t was laid out to Beverly commons, 1740; Grover's lane in 1801; the cross road in 1808; the highway leading by the house formerly William Taylor's in 1840; and Grover street since 1865.

Off Grover street to the east there is an old town way which was there in 1741 at least.

Relative to the northern portion of this part of Beverly, the following letter, published in the *Salem Register*, in its issue of April 30, 1846, is interesting :—

Messrs. Editors :—Nearly a year since, the County Commissioners widened and straightened the highway in Wenham and Beverly called "Hull street." A portion of the owners of land upon the route, being dissatisfied with the damages awarded by the Commissioners, had Mr. Sheriff Sprague over the ground on Monday, with twelve "good men and true," to review that award, who, after hearing the petitioners by their counsel, N. J. Lord, Esq., and the County by A. Huntington, Esq., gave their verdict. . . .

There are several localities in this vicinity quite suggestive of incident. The venerable name of *Hull*, from which the street takes its title, connected, as it is, not only with the descendants of that name, but also with the early family of Lovett and with that of the earliest William Raymond, suggests many matters of genealogical interest. This part of our ancient township is denominated "Mont Serat;" but from what cause it derives that title is not certainly known. There is a sort of private way leading from this street towards the woods called "Middle-town," upon which are now standing the foundations of an ancient house and barn, formerly the residence of "Randall Preston," the great grandfather of Hon. Robert Rantoul, senior. The wife of Randall Preston was Susanna Stone; and in later years the place was inhabited by a family by the name of Stone (probably a connexion of this Susanna), one of whom, the late Rev. (John?) Stone, was a Baptist clergyman in New Boston, N. H., and died there within twenty years past, at an advanced age. The old Corning house,

now the property of Mr. James Dunn, presents quite a venerable appearance, with its upper story jutting out over the lower part of the house. There are also some curious relics of rude painting and carving of the olden time with the house. "Bald Hill" is in this immediate vicinity, overlooking a very extensive and beautiful prospect. Although much of the land in this part of the town presents rather a barren appearance, yet, formerly, this was among our richest agricultural territory—and now, with the increased facilities furnished by better roads, and with the will and energy of her young men applied to her improvement, Mont Serat may yet surprise the most sanguine; for, with such appliances, it cannot be otherwise than that territory, containing within itself such rich meadows and bogs as here abound, must ultimately be greatly advanced. "Grover street," leading from "Hull street" to "Dodge's Row," although it now contains but two dwelling houses, formerly had several upon its line. Old people will tell you of the "Codie," "Larcom," "Cole," and other houses now among the missing. The Grover family, from which this street takes its name, were among the earliest settlers; and altho' the name is extinct here, yet there are many descendants in other parts of Beverly. Tradition says that one of the last of the name, for some deed of darkness he had done, was doomed to be haunted by troops of black cats, whom he was obliged to exorcise by spending most of his nights in psalm singing, which his peculiar style enabled him to employ to such advantage as to silence and subdue all the caterwauling of his sable tormentors. The last that was seen of these supposed agents of the other world was upon the night of his decease, when they completely covered his coffin; and upon being disturbed, all made their exit up the chimney, bearing, as was supposed, the spirit of their victim with them, but leaving his corpse unharmed behind. There was also an eccentric genius by the name of Fairfield, formerly residing on this street, who believed in all kinds of witchcraft and superstition, and practised various arts of that character himself. Among other things, he kept by him the hand taken from the corpse of a first born male child, in which he contended he could place a light of the most brilliant character and carry it anywhere, unperceived by any one except himself. There were also several Indian and part Indian families that formerly lived in this vicinity, of whom some marvellous stories are told.

Beverly, April 28, 1846.

Benjamin Patch House. This lot of land was probably granted by the town of Salem to Richard Brackenbury, who apparently conveyed it to his son-in-law John Patch. This was probably the homestead of Mr. Brackenbury. Mr. Patch was a husbandman, and lived here. He died in 1694; and by agreement partition of his real estate was made Nov. 11, 1695, the widow Elizabeth Patch being assigned the homestead for her life, and then the house, barn, orchard and land "on the south side of the country road that goeth between Salem Ferry and Manchester called the homestead" was released to his son

Benjamin Patch. John Patch's widow died Jan. 15, 1715. Benjamin Patch lived here, and was a husbandman. He died in June, 1730; having in his will devised the house, barn and land to his wife Susanna for her life. How much longer the house stood is unknown.

Mary Patch Lot. This lot of land was early the property of John Lovett, sr., of Beverly. He died Nov. 5, 1686, having in his will devised it to his daughter Mary, wife of Thomas Patch of Beverly, yeoman. She owned it in 1700.

Benjamin Patch Lot. This lot of land belonged to Benjamin Patch of Beverly, husbandman, in 1700.

Richard Thissell Lot. This lot of land was granted to Jeffrey Massey by the town of Salem in or before 1638; and Jeffrey Thissell died possessed of it in the spring of 1676. In his will he devised it to his son Richard Thissell's son Jeffrey Thissell, who was then only three years of age. The boy apparently died young, and his father inherited it from him. Richard Thissell owned it in 1700.

Elizabeth Walker House. This tract of land was probably granted to William Woodbery, the elder, of Salem, weaver, by the town of Salem Oct. 17, 1638. He built a house thereon, and lived there. He had apparently conveyed the eastern part of it to Nicholas Woodbery, sr., of Beverly, yeoman, in or before Sept. 23, 1670, when he conveyed to the latter "my now dwelling house I now live in" and the remainder of the lot.¹ The whole lot of land with the house was apparently reconveyed to him before his decease. He died Jan. 29, 1676-7, having in his will devised the house and land to his wife Elizabeth. She married, secondly, John Walker March 12, 1678-9; and she died, his widow, in 1718. How long the house stood is unknown to the writer.

Robert Bradford Lot. This lot of land was owned by Robert Bradford in 1670 and 1700.

Elizabeth Walker Lot. This lot of land was conveyed by William Woodbery, the elder, of Beverly, weaver, to Nicholas Woodbery, sr., of Beverly, yeoman, Sept. 23, 1670;¹ and was, perhaps, reconveyed to said grantor be-

¹Essex Registry of Deeds, book 3, leaf 110.

fore the death of the latter, which occurred Jan. 29, 1676-7. It probably then went to his widow Elizabeth, who married, secondly, John Walker in 1678-9, and died in 1718.

John Lovett Lot. This lot of land belonged to John Lovett in 1670. He died possessed of it Nov. 5, 1686; and in his will devised it to his daughter Abigail Rendall. She owned it in 1700.

Jonathan Biles House. This tract of land early belonged to John Patch of Beverly, husbandman.

That part of the lot lying northwesterly of the northern dashes was conveyed by Richard Brackenbury of Beverly, yeoman, to John Patch, sr., of Beverly, yeoman, Sept. 1, 1682;¹ and Mr. Patch conveyed it to his son-in-law Jonathan Biles of Beverly, carpenter, in or before 1683.

That part of the lot lying between the dashes was conveyed by Mr. Patch to Mr. Biles, probably in 1674, and Mr. Biles built a house thereon in which he lived. In consideration of love, he conveyed his homestead, this house, barn and land, to his son Nicholas Biles April 10, 1719.² Nicholas Biles died at Canso June 22, 1725, at the age of thirty-one. He left no issue, and his father was his heir. Mr. Biles, who was now a yeoman, conveyed the same homestead, house, barn and land, to his son Richard Biles of Gloucester, husbandman, Sept. 10, 1726.³ Richard Biles came here and lived. For two pounds and thirteen shillings, he conveyed to his grandson William Clarke of Beverly, mariner, part of the dwelling house and land March 13, 1765.⁴

Three acres of that part of this lot lying southeasterly of the southern dashes was given by Mr. Patch to his daughter Elizabeth, wife of Jonathan Biles, in or before 1683; and, for twenty-six pounds and five shillings, the rest of it was conveyed by Mr. Patch to Mr. Biles Nov. 30, 1683.⁵

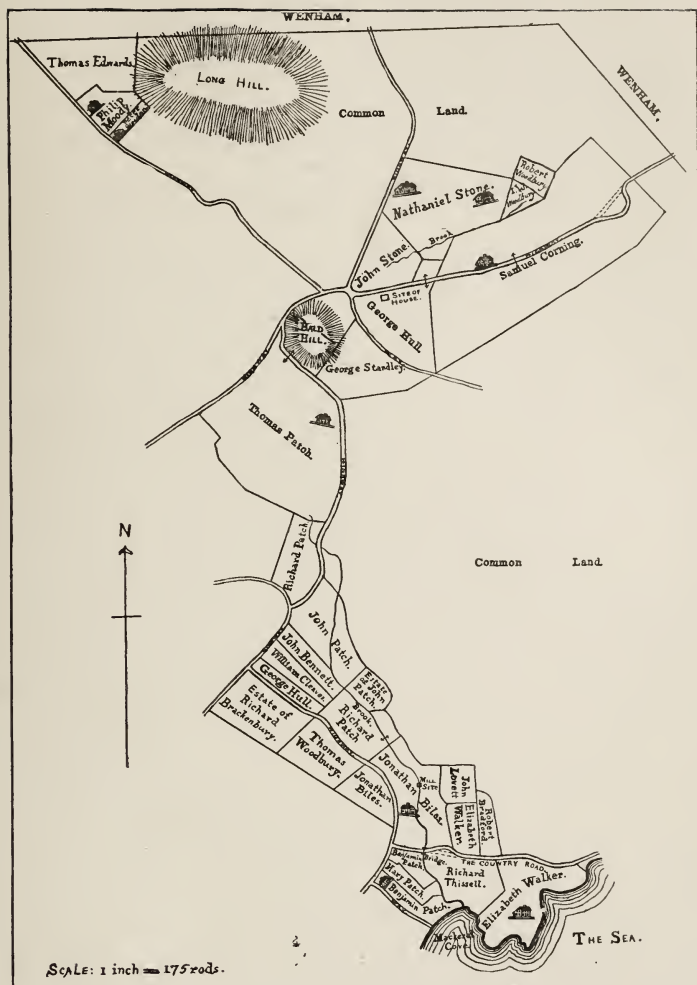
¹Essex Registry of Deeds, book 6, leaf 63.

²Essex Registry of Deeds, book 35, leaf 160.

³Essex Registry of Deeds, book 46, leaf 23.

⁴Essex Registry of Deeds, book 121, leaf 239.

⁵Essex Registry of Deeds, book 7, leaf 72.



BEVERLY IN 1700. No. 5.



The half acre of land where the mill stood originally belonged to Mr. Patch; and he probably conveyed it to Nicholas Woodbery of Beverly, who erected thereon a corn mill in or before 1673. For forty-five pounds, Mr. Woodbury conveyed the mill and land to Jonathan Biles April 7, 1683;¹ and in the same deed conveyed to him a way over grantor's land for people to go to the mill. How much longer the mill existed is unknown to the writer.

The house upon this lot probably stood for many years afterwards.

Jonathan Biles Lot. Ens. John Patch of Beverly, husbandman, died in 1694, intestate. This lot of land "on the hill behind the now dwelling house of Jonathan Biles" was a part of his estate. In the division of his real estate, Nov. 11, 1695, this lot of rocky land was assigned to his son-in-law Jonathan Biles in right of his wife Elizabeth; and he owned it in 1700.

Estate of John Patch Lot. This lot of meadow land was called "ye old house meadow," and belonged to John Patch, sr., in 1683. Ens. John Patch died, possessed of it, in 1694; and it belonged to his estate in 1700.

Richard Patch Lot. Richard Brackenbury of Beverly, for four pounds, conveyed this lot of land to his grandson Richard Patch of Beverly, yeoman, Feb. 14, 1683.² It was called the property of Richard Patch in 1677, and he had probably had possession of it before that date. He probably lived upon the lot in 1695; and it belonged to him in 1700.

Thomas Woodbury Lot. This lot of land probably belonged to Thomas Woodbury in 1700.

Estate of Richard Brackenbury Lot. This lot of land belonged to the estate of Richard Brackenbury in 1700.

William Cleaves Lot. John Patch of Beverly conveyed this lot of land to Samuel Knowlton of Ipswich, husbandman, July 1, 1671;³ and Mr. Knowlton conveyed it to George Hull of Beverly, cooper, Nov. 27, 1679.⁴ Mr.

¹Essex Registry of Deeds, book 7, leaf 73.

²Essex Registry of Deeds, book 10, leaf 14.

³Essex Registry of Deeds, book 9, leaf 178.

⁴Essex Registry of Deeds, book 7, leaf 8.

Hull conveyed it to William Cleaves of Beverly, seaman, the next day;¹ and Mr. Cleaves probably owned it in 1700.

George Hull Lot. John Patch of Beverly conveyed this lot of land to Samuel Knowlton of Ipswich, husbandman, July 1, 1671;² and Mr. Knowlton conveyed it to George Hull of Beverly, cooper, Nov. 27, 1679.¹ Mr. Hull probably owned it in 1700.

John Bennett Lot. John Patch of Beverly, yeoman, owned this lot of land in 1671: and, for twenty pounds, conveyed it to John Bennett of Beverly, weaver, Dec. 28, 1677.³ Mr. Bennett apparently owned it in 1700.

John Patch Lot. John Patch of Beverly, husbandman, owned this lot in 1677. He died in 1694; and it apparently belonged to his estate in 1700.

Richard Patch Lot. This lot of land was located at the place called "the old houses," and it was probably the property of John Patch of Beverly, husbandman, who died in 1694. In the division of his estate, Nov. 11, 1695, it was assigned to his son Richard Patch of Beverly, husbandman, who owned it in 1700.

Thomas Patch House. That part of this tract of land lying northerly of the dashes was probably granted by the town of Salem, Nov. 18, 1661, as follows:—

Granted to Will Mappor foe much lande as the Inhabitants on Cape Ann fide shalbe Willinge to give out of the Comon on the East fide of Bafs Riuer.

William Mapes conveyed it to Daniel Rumball of Salem, smith, for the purpose of sale by him, Sept. 20, 1662;⁴ and Mr. Rumball conveyed it to Robert Hibbert Nov. 18, 1664.¹ Apparently Mr. Hibbert conveyed it to Nicholas Patch before 1671.

That part of the lot lying southwesterly of the dashes was granted by the town of Salem to Nicholas Patch July 25, 1639.

The whole lot belonged to Mr. Patch at the time of his decease, in 1673; and upon the division of his real estate,

¹Essex Registry of Deeds, book 7, leaf 8.

²Essex Registry of Deeds, book 9, leaf 178.

³Essex Registry of Deeds, book 5, leaf 72.

⁴Essex Registry of Deeds, book 2, leaf 90.

Dec. 8, 1673, between his sons John and Thomas, the latter received this lot as his portion.¹ This place was then called "the old houses," and Thomas Patch then lived here, in a small house. He died Sept. 28, 1711; and the estate descended to his son William Patch. William Patch died, suddenly, Nov. 1, 1742; and the premises descended to his son William Patch. The son William Patch died, of small pox, in November, 1773 (being buried on the eleventh). The title to the property then descended to his son Robert Patch, who died Aug. 3, 1816. The small house and land were set out, in the division of the estate, to his daughter Molly, wife of Nathaniel Roberts. How much longer the house stood has not been determined.

George Standley Lot. This was probably the tract of land granted to Ens. William Dixie at a meeting of the selectmen of Salem Dec. 17, 1649; which was apparently not laid out to him until 1658. William Dicksey of Beverly, for forty pounds, conveyed it to George Stanly of Beverly Jan. 8, 1671;² and Mr. Stanly owned it in 1700.

George Hull Lot. This lot of land belonged to George Hull in 1700. He probably lived here early, and when he conveyed an undivided half of the land to his son-in-law William Grover of Beverly, yeoman alias cordwainer, June 5, 1722,³ he called it "my homestead or old house-lot." Mr. Hull conveyed to Mr. Grover the other half of "my old house homestead" Feb. 26, 1728-9.⁴ The house was apparently gone before 1722.

Samuel Corning House. Ens. Samuel Corning owned this farm in 1678; and he conveyed the house and barn and twenty-four acres adjoining to his son Daniel Corning of Beverly, husbandman alias weaver, Feb. 3, 1709-10. How much longer the old house stood is unknown to the writer.

Robert Woodbury Lot. This lot of meadow land belonged to William Dodge, sr., very early, and to Capt.

¹Essex Registry of Deeds, book 4, leaf 48.

²Essex Registry of Deeds, book 5, leaf 95.

³Essex Registry of Deeds, book 40, leaf 167.

⁴Essex Registry of Deeds, book 54, leaf 40.

⁵Essex Registry of Deeds, book 23, leaf 233.

Thomas Lathrop in 1673. Captain Lathrop was slain by the Indians at Deerfield Sept. 18, 1675; and his only heir was his sister Ellen (Eleanor), wife of Ezekiel Cheever, schoolmaster, of Boston. Mr. Cheever conveyed the lot to Thomas Woodbury of Beverly, mariner, Oct. 28, 1681;¹ and Mr. Woodbury conveyed it to his brother Isaac Woodbury, sr., of Beverly, mariner. For love, Isaac Woodbury conveyed it to his son Robert Woodbury of Beverly, mariner, June 3, 1698² and Robert Woodbury owned it in 1700.

Isaac Woodbury and Joshua Woodbury Lot. This lot of meadow land was conveyed by John Patch of Beverly, husbandman, for eight pounds, to Capt. George Corwin of Salem, merchant, May 8, 1675;³ and, for seven pounds and ten shillings, Mr. Corwin conveyed it to Isaac Woodbury of Beverly, yeoman, June 7, 1683.³ Mr. Woodberry, for love, conveyed it to his sons Isaac Woodberry and Joshua Woodberry, both of Beverly, June 3, 1698;⁴ and they owned it in 1700.

Nathaniel Stone House. Nathaniel Stone, sr., of Beverly, yeoman, owned this lot of land in 1675 and 1700. He apparently lived here in the western house in 1700. For love, he conveyed the house, barn and western portion of the land to his son Daniel Stone of Beverly, husbandman, April 20, 1708;⁵ and Daniel Stone died possessed of it Jan. 20, 1712-3, at the age of thirty-four. His daughter Rebecca, wife of Rev. William Balch of Bradford, conveyed the messuage to Ebenezer Cleaves of Beverly, weaver, April 3, 1731.⁶ How much longer the house stood has not been learned.

Nathaniel Stone's son Nathaniel lived in a house which stood on the eastern portion of the lot, probably from 1690; although his father did not convey the land to him until April 20, 1708.⁷ How much longer the house stood is unknown to the writer.

¹Essex Registry of Deeds, book 6, leaf 34.

²Essex Registry of Deeds, book 15, leaf 68.

³Essex Registry of Deeds, book 6, leaf 86.

⁴Essex Registry of Deeds, book 15, leaf 66.

⁵Essex Registry of Deeds, book 20, leaf 132.

⁶Essex Registry of Deeds, book 58, leaf 76.

⁷Essex Registry of Deeds, book 26, leaf 22.

John Stone Lot. This lot of land belonged to John Stone in 1700.¹

Peter Wooden House This lot of land and the house thereon belonged to Peter Wooden in 1686 and 1698; and to Jonathan Rayment of Beverly, yeoman, in 1705, when there were a dwelling house and barn upon it. For forty pounds, Mr. Raymond conveyed the house, barn and land to Benjamin Dike of Beverly, cooper, Dec. 10, 1705;² and Mr. Dike was killed by the Indians at Cape Sable in February, 1723. In the appraisal of his estate his homestead, consisting of two acres of land with the "old Dwelling house and barn" were valued at forty pounds. The house probably disappeared soon afterward.

Philip Moody House. This lot of land may have belonged to Lt. John Dodge in 1686; and with the dwelling house thereon it was conveyed, for sixty-four pounds, by Thomas Edwards of Ipswich, yeoman, to Philip Moody of Beverly Nov. 10, 1698.³ Mr. Moody lived here. His name is also called in the deeds of his time and neigh-

¹There were several lots of land in this neighborhood that were early privately owned, but whose exact location has not been determined.

The town of Salem, at a meeting of the selectmen, Jan. 27, 1662, granted to Thomas Pickton of Salem, husbandman, ten acres of land; and two acres of land were added to it by the town of Beverly Dec. 18, 1669. For ten pounds, Mr. Pickton of Beverly conveyed it to Charles Kimball of Hull March 19, 1674 (Essex Registry of Deeds, book 4, leaf 51); and Mr. Kimball owned it in 1679.

Richard Dodge, sr., of Wenham, yeoman, for twenty-five pounds, conveyed ten acres of upland and swamp to Joseph Dodge of Beverly, yeoman, March 8, 1693-4 (Essex Registry of Deeds, book 10, leaf 87).

Jonathan Biles of Beverly, carpenter, conveyed eight acres of land to Richard Ober of Beverly, seaman, March 6, 1678-9; and Mr. Ober exchanged it with the town of Beverly Feb. 1, 1687-8 (Essex Registry of Deeds, book 5, leaf 53).

A small lot of land there belonged to John Galley quite early and to Joseph Eaton in 1693.

The town of Beverly granted eight acres of land to John Galley May 25, 1672; and he died possessed of it; and his son-in-law William Hore, sr., of Beverly, for eighteen pounds, conveyed it to Timothy Lindall of Salem, merchant, Sept. 22, 1686 (Essex Registry of Deeds, book 7, leaf 99).

A lot of eight acres of land was granted and laid out to Robert Morgan by the town of Beverly May 25, 1672.

²Essex Registry of Deeds, book 33, leaf 245.

³Essex Registry of Deeds, book 17, leaf 112.

borhood Gody, Lagody, Codie, Lecodie and Nagode. Philip Gody of Beverly, weaver, conveyed the dwelling house and land to Daniel Buckman of Wenham, cordwainer, March 15, 1722-3;¹ and the latter removed to this house, and lived here. He conveyed the house and land to Josiah Woodbury of Beverly, yeoman, Jan. 15, 1734-5.² How much longer the house stood is unknown to the writer.

Thomas Edwards Lot. This tract of land may have belonged to Lt. John Dodge in 1686. It was owned by Thomas Edwards of Ipswich, yeoman, in 1698 and 1700.

¹Essex Registry of Deeds, book 41, leaf 219.

²Essex Registry of Deeds, book 69, leaf 33.

THE NATHAN HOVEY INCIDENT.

I Jeremiah Brown J^r of lawful age depose, that I was a foremast hand on board the Brig^e Hannah, commanded by Charles Goodridge of Newburyport in said county in her voyage from said Newbury port to the West Indies, that Nathan Hovey of Beverly in s^d county was our mate, and that we sailed from Newburyport on said voyage the twenty fifth day of November eighteen hundred & one—that in February eighteen hundred & two when we were in Hispaniola at a place called the great salt Plane, I saw said Hovey lend said Goodridge eighty two dollars, that I heard said Goodridge say that he sold three barrels of beef for said Hovey at ten dollars p^r Barrel, that I heard said Goodridge promise to pay said Hovey for the same when the said voyage should be ended, & I heard said Hovey consent to wait till then, that I know said Hovey had on board said Brig^e two bags of cotton & two bags & part of a bag of coffee, That the captain sent said Hovey to clear out the vessel & get a sum of money due the said Goodridge, & we expected he would not be absent more than two days but we never saw or heard of him afterwards, and suppose he was murdered, that I then took minutes of the contents of this Deposition in writing which I now have by me, That after said Hovey had purchased two bags of cotton, said Goodridge wished to purchase one of them, and said Hovey said he might have one if he would pay for it when we got home—That the night after the mate had left us in the morning, the Brig^e struck a drift while the whole crew were ashore—That there being great confusion & we, being in great fear, went on board under pretence of bringing her in, & then made sail & came off, and further I say not

JEREMIAH BROWN J^r

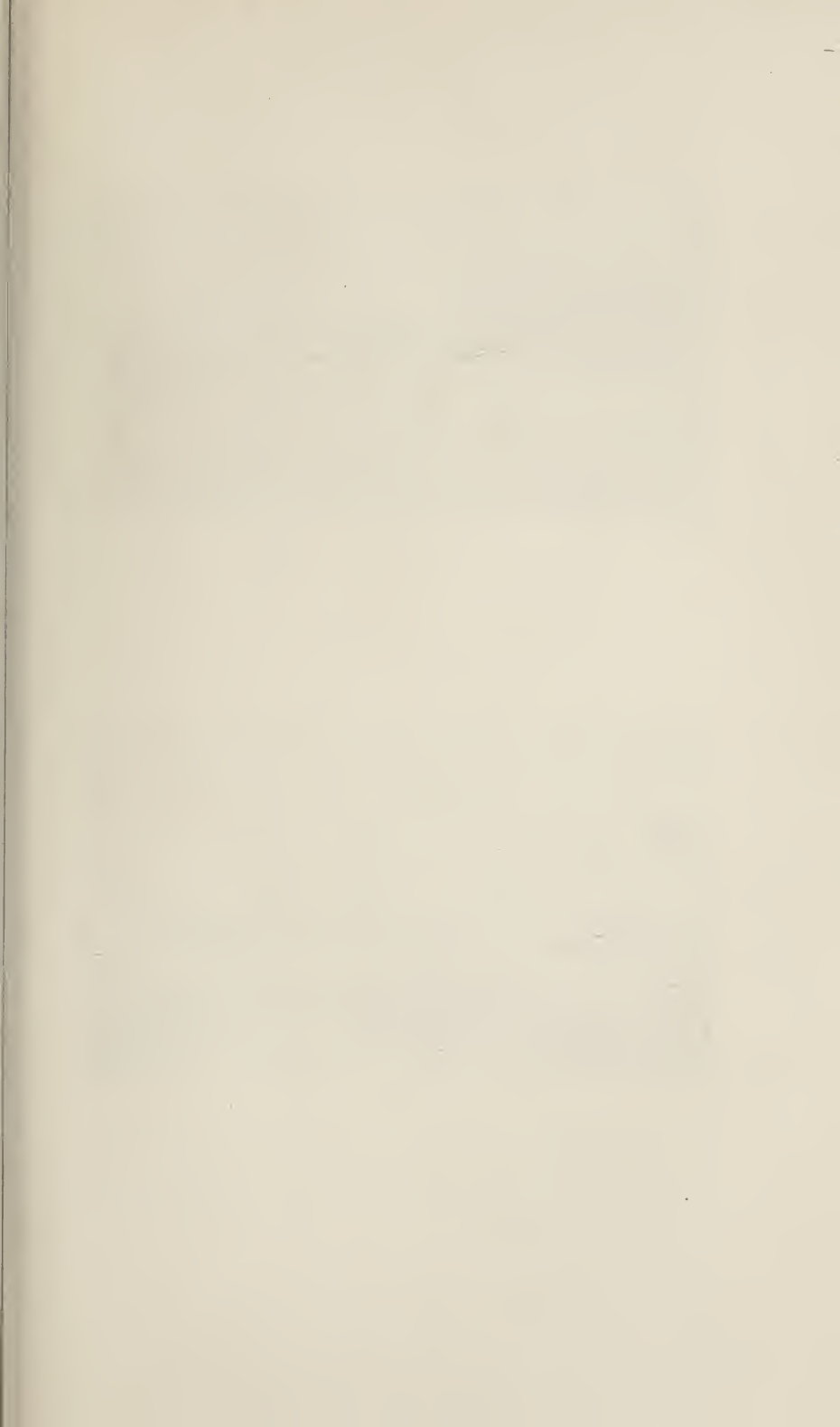
Commonwealth of Massachusetts Essex ss January
21st 1804 Personally appeared before us the subscribers

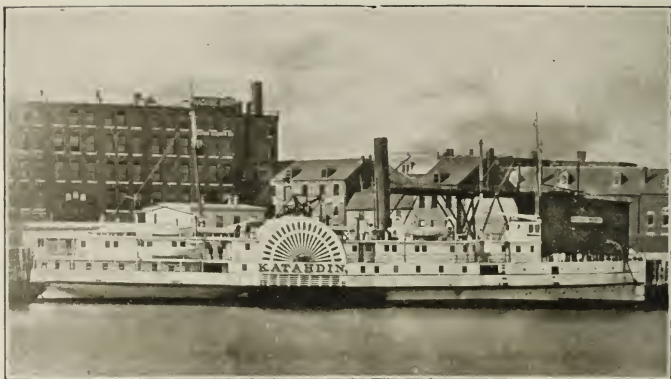
two Justices of the Peace in & for said county of Essex, quorum unus, the aforesaid Deponent & after being carefully examined & duly cautioned to testify the whole & nothing but the truth, made Oath that the foregoing deposition by him subscribed is true—Taken at the request of Levi Mills of Newburyport in said county, goldsmith, administrator on the Estate of Nathan Hovey late of Beverly in said County mariner supposed to be deceased, to be preserved in perpetual remembrance of the thing, and we duly notified all persons living within twenty miles of this place of Caption we knew to be interested in the property to which the s^d deposition relates, and Edw. Goodridge brother to the said Charles Goodridge did attend

Fees \$2.

NIC^s PIKE
EDWARD LITTLE¹

¹Essex Registry of Deeds, book 173, leaf 173.





Steamboat "KATAHDIN," built in 1863



Steamboat "STATE OF MAINE" (first) built in 1848

SOME ACCOUNT OF STEAM NAVIGATION IN NEW ENGLAND.

BY FRANCIS B. C. BRADLEE.

(Continued from Volume LV, page 272.)

To meet the rapidly increasing travel to northeastern Maine, the Eastern, and Boston and Maine Railroads had built by Samuel Sneed at New York, in 1853, the fine new side-wheel steamer "Daniel Webster," of 910 tons, 240 feet long, 34 feet beam, having a beam engine of 52 inches, 11 feet stroke. She plied between Portland, Penobscot river towns and Bangor, making three trips a week; the steamboat train to connect with her was run alternately by the Eastern and Boston and Maine roads. Capt. Samuel Blanchard was her commander, and Capt. Otis Ingraham and William R. Roix, afterwards well known on the Bangor route, were respectively chief mate and first pilot.

Until the advent of the "Katahdin" in 1863, the "Daniel Webster" was not exceeded by any steamer in Maine waters for strength, speed and passenger accommodations; she had forty-two staterooms and over 200 berths. A life-size portrait of Daniel Webster, presented by the Boston friends of the statesman, adorned the saloon. The "Daniel Webster" was taken by the government for a hospital ship during the Civil war; at its close she was bought by Spear, Lang and Delano, who operated her between the Kennebec river and Boston, and she afterwards was sold for service on the St. Lawrence river and named "Saguenay."

A small side-wheeler of about 400 tons, the "Rockland" (first of the name), built at Hoboken, N. J., in 1854, connected with the "Webster" at Rockland for Machias and intermediate landings. She made her first

trip on August 21, 1854, commanded by Capt. E. S. Blaisdell; Francis Cobb of Rockland and others were the owners. During the Civil war the "Rockland," then in charge of Capt. Otis Ingraham, had many exciting adventures as a transport and despatch-boat, and she was finally sunk in Charleston harbor.

In the early fifties two small propellers ran from Boston to the Penobscot River for short periods: the "Eastern State" in 1852 and the "General Knox" in 1855. The former was of wood, strapped with iron; was built in 1851, by Birely and Son at Philadelphia; and measured 420 tons gross and 170 feet long on deck. As her propeller engine was among the very early ones, a detailed description of it may not be uninteresting. It was direct acting and not "geared down" to the shaft, as were so many of the first screw engines. There were two cylinders, each 30 inches in diameter, 26 inches stroke; steam was worked at 28 pounds to the square inch, and the four-bladed propeller 8 feet 10 inches in diameter, made 60 revolutions per minute.

The early screw steamers also depended a great deal on their sail power to help the machinery, and the "Eastern State" was no exception; she was rigged as a three-masted schooner, carrying four fore-and-aft sails and a very large square sail. In later years this steamer was on the route from Boston to Nova Scotia ports.

The "General Knox" was 140 feet long, 24 feet beam, with a vertical engine of 34 inches by 36 inches. As far as can be traced, she was only in New England waters for one year (1855), and it is thought she was then sold to French owners for use during the Crimean war then raging. A small stern-wheel steamboat, the "Phoenix," 82 feet long, plied on the Penobscot river for several years, beginning in 1850.

In 1854 the new steamboat "Menemon Sanford," of 1000 tons, 237 feet long, was built by John Englis in New York for the Sanford line, and after a short service between New York and Philadelphia, took her place on the Bangor line. The "Boston," her predecessor, had been constructed according to old-fashioned ideas as re-

gards model, lines, etc., but the "Menemon Sanford" was on the other hand considered the extreme of the new type.

A little later this steamer did what very few vessels have been able to do and live to tell the tale; she ran ashore on Thatcher's Island, off Cape Ann, early on the morning of July 5, 1856, but owing to the summer weather then prevailing, it was found possible to get her off, but not until some twenty feet of her stem from the fore foot aft had been chopped away to release her from her dangerous situation. The cause of the accident is thought to have been the fact that some of the boat's officers had celebrated the Fourth of July "not wisely but too well." An interesting account of this mishap is reproduced from the Salem Gazette of July 8, 1856.

"The steamer 'Menemon Sanford,' which left Boston, 12 o'clock, last Friday night, on her regular trip to Bangor, ran ashore at about half-past two o'clock, on Thatcher's Island, off Cape Ann, and remained there at the last accounts, all efforts to get her off having proved unsuccessful. The disaster is attributed, by passengers with whom we have conversed, to criminal misconduct. A passenger writes to us, also complaining of the conduct of the officers *after* the accident happened. 'Here we were,' he says, 'on the island, in great confusion and perplexity. The officers ought to have said, gentlemen, we cannot proceed with you on your journey, but while you remain here you shall be welcome to your meals. Instead of this, however, we were made to pay for our meals. Besides, the clerk refused to restore our passage money to us. In happy contrast to such selfishness was the conduct of Mr. John Parsons, of Rockport, who waited in his sailboat four hours, to render the passengers assistance, if they needed it; and on taking some of us back four miles to Rockport, refused to take anything of us, saying that he was happy to be able to help men in trouble.'"

"The following card of the passengers has been handed to us for publication. 'The undersigned, passengers on board of the Steamer M. Sanford, on the night of July

4th, submit to the public the following statement of facts connected with the wreck of that steamer: The boat left Boston on the night of July 4th, about 12 o'clock. The night was clear, and the sea remarkably smooth. At 20 minutes past 2 o'clock, the boat struck on Thatcher's Island, opposite the southern light, and about four rods from it, and about one-fourth of a mile south of the northern light. The lights were shining brightly, and owing to the remarkable clearness of the atmosphere, the Island itself could be seen at the distance of three miles. The question then comes, what was the cause of this disaster? Why was this boat turned from its course and run right in the face of two lights against the very base of the rock upon which they are built? We believe the cause to have been the grossest carelessness. It needed neither great sagacity nor experience to guide the boat safely round Thatcher's Island; only an *open* eye and a steady hand. Nor do we believe this criminal neglect of duty is to be charged upon the helmsman alone, nor upon him and the second pilot, but also upon the first pilot, who was acting as captain at the time, for trusting the boat to the care of such men. Nor can we exculpate Capt. Sanford, the owner of the boat, for recklessly exposing so many lives by putting the boat in the hands of such incompetent men.

We take this opportunity, also, of expressing publicly our thanks to Mr. James C. Parsons, light-keeper, and his family, for the cheerful kindness and hospitality which many of the passengers received at their hands.'"

The "Menemon Sanford" seems to have been an unlucky ship, for on July 31, 1862, she again ran ashore in a thick fog on the Dry Salvages ledge, near Cape Ann, and not far from the scene of her first accident. After a good deal of trouble she was got back to her native element, but only for a short while, for on the following November she was chartered by the government at \$950 per day to take troops to New Orleans, and on December 10, 1862, ran ashore on Carysfort reef, off the Florida capes (it was said owing to the treachery of the pilot), in perfectly still, clear weather, and became a total loss. There were 800 soldiers on board, but they were all saved.

The "Sanford's" vertical beam engine of 50 inches, 12 feet stroke, was also recovered and subsequently placed in the steamer "George Leary" of the Baltimore and Norfolk line.

At the outbreak of the Civil war, in 1861, the managers of the Sanford line, with their customary liberality, offered to convey troops, munitions, and the authorized agents of the Government free of charge between Boston and Bangor, and in other ways the line contributed to the Northern cause. The demands of the Government for all kinds of steam vessels had in 1862 drawn away nearly every steamboat from the coast of Maine.

Not until May, 1863, when the new side-wheeler "Katahdin" came on the Sanford line was the regularity of travel in a measure restored. The "Katahdin" was in many respects one of the most remarkable side-wheel steamers ever produced in the United States, and her fame spread far and wide. She was built by John Englis at New York, measured 1234 tons gross, 241 feet long, 34 feet beam, with a vertical beam engine of 56 inches by 11 feet stroke; she was as good a sea-boat as many of the screw steamers, and probably contended with more ice than any boat not running in Arctic seas.

Although once, in January, 1866, she had a narrow escape from disaster by being caught between Portland and Portsmouth in a sudden violent southeast storm, yet she never lost a passenger or any freight, and, in short, such was her luck that "down East" people, especially sailor men, came to regard her as bearing a charmed existence. With the exception of the winter of 1864, when the "Katahdin" was chartered by the Fall River line, she plied continuously to Bangor until broken up for the metal in her hull in the summer of 1895.

Very soon after the close of the Civil war, New England, particularly the northeastern section of it, began to figure prominently as the country's vacation ground and summer resort. A land boom began at Bar Harbor, cottages and hotels were erected, and the result was a tremendous increase in the summer passenger business on the various steamboat lines. The "Cambridge" was

added to the Sanford line in 1867 ; she was slightly larger than the "Katahdin" and constructed by the same builders. In some respects this steamer was the best that has ever run on a down East route ; she was of better design and build, and infinitely superior in furnishings to some of the modern boats.

Unfortunately, however, the "Cambridge" proved to be an unlucky ship ; shortly after leaving Rockland, bound west, she was caught in the memorable gale of September 8, 1869. The hurricane (for such it was) burst very suddenly, and while laboring in the heavy sea the steam-pipe between the boilers and the engine burst, totally disabling the machinery. Shortly after this the "rigger head" of the rudder became broken and jammed in the starboard block, rendering the steering gear useless, and the "Cambridge" became a helpless wreck on a lee shore in one of the worst storms in New England history. There were 163 passengers and a crew of 83 on board, and it was a terrible night for all ; the steamer was in imminent danger of going ashore on Pemaquid point, in which case nearly every one on board would have been drowned.

A "sea-anchor," composed of three large hawsers bent together, was put out, which kept the "Cambridge" head to the sea until both her anchors were let go. Luckily they held, and in the morning the purser (Tyler Wasgatt) was taken off by a passing fishing smack and went ashore to telegraph for assistance. Before this could reach the disabled craft, however, the steamer "New England" of the International line, bound to St. John, came along, took the "Cambridge" in tow, and brought her safely to Rockland. It was one of the narrowest escapes from disaster in the history of New England steamboating. The "Cambridge" had more than her share of bad luck, for after running ashore several times, she finally stranded owing to a blunder of the pilot, on Old Man ledge, George's Island, February 10, 1886, broke in two, and became a total loss.

In 1867, also, the steamboat "City of Richmond" began to run on the "inside route" from Portland to Bangor in connection with the railroad. This steamer was

originally built at Athens, N. Y., in 1864, and measured 940 tons gross, 227 feet long, 30 1-2 feet beam, 10 feet depth of hold, and had the usual vertical beam engine; she was commanded by the well known Capt. W. E. Denison, Captains Roix and Spear were the pilots, and Edward Cushing (afterwards manager of the New England and Arcadia Steamship Co.) was purser.

The "City of Richmond" had a long career on the Maine coast, plying to Bangor until 1880, when she was taken off and ran between Portland (and afterwards Rockland), Bar Harbor and Machias, until the Maine Central Railroad placed their new steamer "Frank Jones" on the route, and the "City of Richmond" was then sold for use on the Florida coast, and was there called "City of Key West." Eventually she found her way back north and became the property of the Joy line, who operated her on Long Island Sound. This steamer originally had her forward main deck open, but in later days it was closed in. She is now in use as a house boat at Perth Amboy, New Jersey.

During the season of 1867 there was an opposition boat between Portland and Bangor, the side-wheeler "Milton Martin," whose agents were Ross and Sturdivant, Portland, but the enterprise lasted but a short time. About this time, also, the Portland, Bar Harbor and Machias Steamboat Co. was formed, of which Capt. Charles Deering was the moving spirit. They bought the "Lewiston" from the Portland Steam Packet Co. and ran her as above for many years; she was the first steamer to make regular landings at Bar Harbor, and in fact this route was the only way to reach that resort in those days, for the Mount Desert branch of the Maine Central Railroad, with steamer connection for the island, was not opened until 1885. There was, too, a short lived opposition freight line between Boston and Bangor in the late sixties and early seventies; the Penobscot Valley Steamship Co. running the small propellers "William Tibbetts" (afterwards on the Salem-New York line) and the "Alliance."

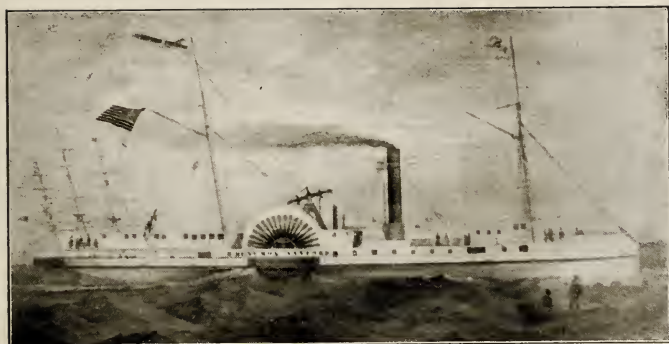
In the seventies the Sanford family, who owned the Sanford Independent Line, became involved in specula-

tions outside the steamboat business, and in 1875 the control of the Boston and Bangor line passed from them to Richardson, Hill and Co., the Boston bankers. They incorporated the property in Massachusetts in 1875, as the Sanford Steamship Co.; besides the "Katahdin" and "Cambridge," it included valuable wharf property at the several landings on the Penobscot river. In 1882 the title of the line was again changed by act of the Massachusetts Legislature to Boston and Bangor Steamship Co., and its officers then were: William H. Hill, President; William H. Hill, Jr., Treasurer; James Littlefield, Superintendent; Calvin Austin, General Freight Agent; James Hathorn, Chief Engineer.

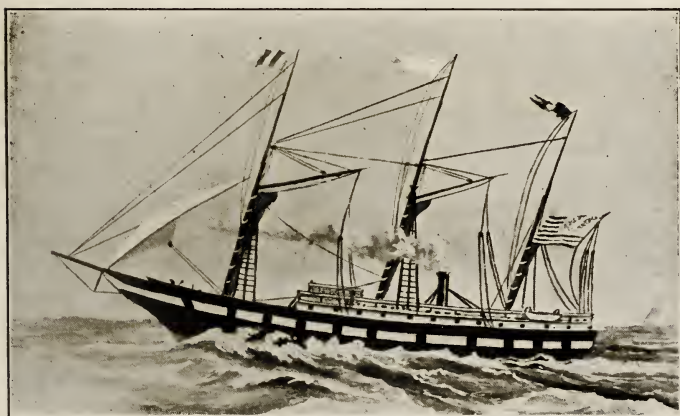
A branch line from Rockland and intermediate landings to Bar Harbor had been established in 1879 by the company, with the side-wheeler "Mount Desert," 457 tons, 162 feet in length, built in the same year at Bath, Me. This proved a most successful venture, and in 1883 the company had constructed at Boston a small propeller, the "Rockland" (second of the name), to run on another branch line from Rockland to Blue Hill and in the winter to Bar Harbor.

In 1882 travel on the main line had increased to such an extent that to meet it they had the wooden side-wheeler "Penobscot" (second of the name) built by Smith and Townsend at East Boston, Mass. She was 1414 tons gross, 255 feet long, 38 feet beam, and had a beam engine of 58 inches, 12 feet stroke; the "Penobscot" was not thought to be a success, and her construction illustrated the old adage of "too many cooks spoil the broth."

The high officials of the Boston and Bangor line then knew very little about steam vessels practically, and the result was the "Penobscot" turned out a slow, clumsy, hard-steering craft. She was strongly built, but so wide as to weaken her, and later on a hog frame was put in below deck; neither was she considered fit for winter work, and it was not until she became the old boat of the line that she was so used. With the "Penobscot" and the other two boats, the Boston and Bangor Co. were



Steamboat "MENEMON SANFORD," built in 1854



Steamboat "BANGOR," (second) built in 1844

The first iron screw propelled vessel in the United States

enabled for the first time to run six trips a week in the summer.

After the loss of the "Cambridge" the "Lewiston" filled her place on the Bangor line until the "City of Bangor" (second of the name) was built in 1894, followed by the "City of Rockland" in 1901. Both these steamers are wooden side-wheelers, built by James McKie at East Boston, Mass.; they are practically sister ships, 1650 tons gross, 277 feet long, with the familiar beam engines. In order to enable them to get up the Penobscot river, they are light draft boats and not very heavily framed. Both have been in serious accidents, collisions and strandings, and have had to be considerably rebuilt and strengthened. The "City of Rockland" especially had a very narrow escape from disaster by running on Gangway ledge, near Rockland, in a thick fog in the summer of 1904.

The Boston and Bangor Steamship Co. in 1901 became part of the Eastern Steamship Co., composed of a consolidation of all the lines running from Boston east. Its inception was due to the efforts of Charles W. Morse. When the latter became involved in difficulties, the Eastern Steamship Co. was carried on a few years by a board of directors, of whom the principal one was Calvin Austin.

In December, 1911, the company was reorganized under the laws of Maine as the Eastern Steamship Corporation, with a capital of \$6,150,000. The Eastern Steamship Corporation was really a continuation of the old company and a holding company for the Metropolitan Steamship Co. running a line of freight steamers between Boston and New York, and the Maine Steamship Co., the Portland and New York line. The controlling factor in the whole situation, however, was the New York, New Haven and Hartford Railroad Co. Calvin Austin, Henry R. Mallory, Hon. John F. Hill, Hon. William T. Cobb, Charles F. Libbey, William H. Hill, Josiah W. Hayden, R. F. Pepper and Galen L. Stone were the directors of the new corporation, and they authorized an issue of \$11,500,000 in first and refunding five per cent. mortgage bonds.

Besides the steamers, the property included valuable wharves in Boston and Portland. After an unprofitable career of several years, the Eastern Steamship Corporation was petitioned into bankruptcy on Oct. 30, 1914, and the courts appointed Calvin Austin receiver. The reason for these later troubles was partly owing to the financial crash of the New Haven Railroad and in a measure because of the hard times of 1913-14. After several "high finance" gyrations, a farcical auction sale of the Eastern Steamship Corporation was held at Bangor Me., on January 3, 1917, and it was bid in for \$3,366,000 by one Jere A. Downs, representing a committee of bondholders and stockholders.

Another "reorganization" styling itself the Eastern Steamship Lines Inc., with Calvin Austin as its president, took place in March, 1917. The new corporation was also incorporated in Maine with \$3,750,000 of preferred stock (par value \$100) and \$1,687,000 of common stock (par value \$25); there were besides \$5,700,000 first consolidated mortgage income bonds. The Boston and Yarmouth Steamship Co. Ltd. was at this time either owned or controlled by the Eastern Steamship Lines.

Soon after the United States entered the war against Germany, in 1917, the company's financial prospects were materially improved by the sale of the following steamers to the Government: "Massachusetts," Boston and New York passenger service, \$1,350,000; "Bunker Hill," Boston and New York passenger service, \$1,350,000; "Old Colony," Portland and New York passenger service, \$1,150,000; "Boston," Boston and Yarmouth passenger service, \$110,000; "H. M. Whitney," Boston and New York freight service, \$380,000; "James H. Whitney," Boston and New York freight service, \$380,000. The purchase money received was used to buy and retire some of the corporation's bonds. At about the same time that the above steamers were sold, the U. S. Shipping Board took over as training ships the "Calvin Austin," "Gov. Dingley," and "Gov. Cobb," practically crippling the service of the Eastern Steamship Lines.

In the meantime, and before many of these financial

troubles had occurred, the old wooden side-wheelers had, in June, 1909, been superseded on the Boston-Bangor line by the advent of the fine steel, turbine, steamships "Camden" and "Belfast," marking another epoch in the history of coastwise steam navigation. These new steamers were built by the Bath (Maine) Iron Works, the "Camden" in 1907, and the "Belfast" in 1909. They are handsomely fitted and furnished, and very fast, so that each ship can make three round trips per week, something never before attempted on the Bangor line. They are sister boats of 2153 tons gross, 320 feet long, 40 feet beam, 16 feet depth of hold; their high speed turbine engines indicate 4000 horse-power and drive triple screws.

The "Camden" was on the Bangor route for a few months in 1907, but was withdrawn temporarily on account of difficulty in handling her at some of the small landings, and ran between Boston and St. John in 1908. Another new steamer, the wooden side-wheeler "J. T. Morse," 199 feet long, had in 1904 replaced the old "Mount Desert" on the Rockland and Bar Harbor line.

A few words concerning those who were in the past prominently connected with the Bangor boats may not be out of place. Capt. Charles B. Sanford, for many years the ruling spirit of the Sanford line, was one of the most forceful and picturesque characters of the eastern coast. He was born in New Haven, Conn., and had his first experience in steamboating on a boat running between that port and New York. The business appealed to him naturally, and he rose rapidly to be master and owner. He was absolute master of everything connected with his boats, and his word was law on deck or in the office. Some of his sayings and doings are remembered to this day, although he retired from steamboating in 1875.

Several brothers Ingraham, Captains Otis, Orris, and Mark L., were for a long time pilots and commanders of the Bangor boats, a route hazardous in consequence of the continuous fogs in summer and snowstorms in winter. The Ingrahams in connection with New England steamboat navigation were as well known to the patrons of these steamers since the Civil war as the Sanfords, who established the line before it.

Several attempts were made, always unsuccessfully, to establish a freight line between Bangor and New York. The first of these was the propeller "Kanawha," 536 tons, built at Bath, Maine, in 1881; she ran for some years until she was sold to go south in 1895, and finally lost in 1898. After her came the "Lucy P. Miller" and "Tillie," both small propellers, the latter in such poor condition that it was a wonder she was allowed to go to sea. Both these steamers also made occasional trips to Eastport in the interest of the sardine canning factories.

In 1898 the Manhattan Steamship Co. was organized to run between Bangor, Penobscot river towns, Rockland and New York. H. C. Quimby was the Bangor agent and N. L. Newcomb the general manager at pier 1, North river, New York. They bought the screw steamer "Pentagoet," of 332 tons, 128 1-2 feet long, built of wood at Philadelphia in 1864. She left New York for Bangor on Friday, Nov. 25, 1898, commanded by Capt. Orris Ingraham (twin brother to Capt. Otis Ingraham), with a crew composed of 17 persons, but never reached her destination. The "Pentagoet" was caught in the same terrific storm which caused the loss of the "Portland"; she was reported as having passed Highland light at about 2 P. M. on the afternoon of the 26th, a few hours before the storm struck, and was never seen again. Her fate will always remain one of the mysteries of the deep.

Originally the "Pentagoet" had been a U. S. gunboat during the Civil war and was called the "Moccasin"; about 1866 she was transferred to the revenue cutter service, taken to Lake Ontario and renamed "George M. Bibb." She was sold out of the service in 1890 and brought back to the Atlantic coast as a merchant steamer. Opinions varied as to her condition at the time of her loss; a revenue cutter officer who served on her on the Great Lakes was quoted as saying she was old and rotten; others maintained she was in excellent shape.

The well known Barbour line of steamers between Bangor and Bar Harbor was founded in 1875 by Capt. Samuel Barbour of Brewer, Maine. His first steamer was the propeller "Little Buttercup," but slightly larger

than a good sized steam launch ; she was followed by the "May Field," "Queen City," "City of Bangor" in 1879 (she was afterwards called "City of Portsmouth," and burnt in Salem harbor in 1894), and "Cimbria," all propellers," each about 100 feet long.

In connection with the selection of a name for this last steamer, there is an interesting little story. One morning, the year before the craft was built (1882), Capt. Barbour left Bar Harbor in the "Queen City," and soon after he picked up a large Russian man-of-war that had come on the coast in a thick fog and lost its bearings. Capt. Barbour gave the Russian the desired information, for which he was extremely grateful. The name of the Russian vessel was the "Cimbria," and when his new boat was constructed Capt. Barbour determined to name her for it.

A side-wheeler of 200 tons, 120 feet long, built in 1854, the "Henry Morrison," was the last steamer on the Bangor-Bar Harbor line, and was a very poor sea boat, as the author can testify from personal experience. After some years of poor business due to railroad and other competition, the Barbour line was finally given up in 1906. Other steamers controlled by the Barbours and running on various short lines on the Penobscot river and bay, were: the "Tremont," "Sedgwick," "Silver Star" and "Golden Rod," all small propellers about 100 feet long.

Mention must also be made of the fleet of steamers owned at one time or another by the Maine Central Railroad Co. Among the first of these were the "Sebenoa," built at Bath, Maine, in 1880, and the "Sappho," at the same place in 1886. They were small wooden propellers and employed as long distance ferry boats between Bar Harbor and the terminus of the Mount Desert branch railroad at Hancock on the main land. The "Sappho" will be especially well remembered by the summer residents of Bar Harbor, as she was long in service: she was 275 tons gross, 149 1-2 feet long, 28 1-2 feet beam, with a triple expansion engine (one of the early ones built in the United States) indicating 600 horse power.

As traffic gradually increased other steamers were added, the "Sieur des Monts" and the "Norumbega" in 1902, of much the same type as the "Sappho," and the route was extended to Seal Harbor and Northeast Harbor on Mount Desert island. In 1911 and 1913 the Maine Central Railroad added to its fleet two very fine steel twin screw propellers to take the place of the older boats. They were named the "Moosehead" and "Rangeley," were built by the Bath Iron Works at Bath, Maine, and are practically sister ships; each measures 652 tons gross, 185 feet long, 35 1-2 feet beam, 13 1-2 feet depth of hold, the machinery consists of two sets (for each ship) of four cylinder triple expansion engines, indicating 1200 horsepower and permitting the steamer to keep up a speed of 19 knots per hour. The dimensions of the cylinders are 16, 26, and two of 30 inches in diameter, 24 inches stroke. These steamers are intended only for passenger traffic and light freight, and their accommodations, including dining room service, are very fine.

When the "City of Richmond" became worn out in the Rockland-Bar Harbor and Machias service, her place was taken by the wooden side-wheeler "Frank Jones," also owned by the Maine Central Railroad Co. and built expressly for the line by the New England Shipbuilding Co. at Bath, Maine. She was 1634 tons gross, 253 feet long, 36 feet beam, and being intended for a night route was fitted with over 100 state rooms; instead of the usual "walking beam" engine and large vertical paddle wheels, the "Frank Jones" was fitted with an inclined compound engine which propelled feathering wheels. This steamer was thought, however, to be anything but a success, and after some years of service was sold for use on the Hudson river, and was still running there up to within a short time. Her place was partially filled for some years by the steel propeller "Pemaquid," ex "Long Island," built at Philadelphia in 1893, 409 tons gross, 132 feet long, but the route was changed to a day one from Rockland, Bar Harbor and various other Mount Desert island landings ending at Mount Desert Ferry or Hancock.

In 1888 the Plant Railroad and Steamship Co. of Flor-

ida endeavored to find summer work for its fine steel screw steamer "Olivette" (which in the winter plied between Port Tampa, Key West, Fla., and Havana) by sending her to Boston in June of that year to open a new and direct line from that place to Bar Harbor. The "Olivette," built by William Cramp and Co. at Philadelphia, was launched on Feb. 16, 1887. She was in reality a small ocean steamer, and a far better sea boat than anything then or since running to the coast of Maine. Richardson and Barnard, 20 Atlantic avenue, were the Boston agents, and Albert Bee acted in the same capacity in Bar Harbor.

Her schedule was as follows: From Boston every Tuesday, Thursday and Saturday, at 6 P. M., arriving at Bar Harbor the next morning at 7, with the regularity of clockwork. Returning, the "Olivette" left Bar Harbor on Mondays, Wednesdays and Fridays, at 6 P. M., due in Boston at 7 the next morning. To keep up this timetable meant a speed of nearly 18 knots an hour, fog or no fog, but this she did, and with only one accident, when, in 1888, in a fog, she ran into the schooner "Edward H. Blake," loaded with ice and lumber, cut her in two and sank her, and with not the slightest injury to herself. Capt. James McKay (now superintendent of the U. S. Transport service at Jacksonville, Fla.), who commanded the "Olivette" during all the years she ran to Bar Harbor, considers it one of the most wonderful accidents he ever heard of, for at the time of the collision the schooner was only 17 days old.

As the "Olivette" was luxuriously fitted up with every modern convenience, she naturally enjoyed the cream of the passenger and express traffic; she remained on the line up to 1891 inclusive, and was fought off by the persistent hostility of the Maine Central Railroad. In 1892 she was placed by her owners on the Boston-Halifax, N. S., route, running (in the summer) for many years in connection with other steamers. The "Olivette" was totally lost on the north coast of Cuba in January, 1918.

Other lines along the coast of Maine which existed but a short time were the Calais Steamship Co., which operated the propeller "Norwich" from Boston to Eastport

and Calais in 1872. This steamer had the previous year run between Salem and New York.

In the summer of 1887, also, Capt. Charles Deering organized the Boston and Maine Steamship Co. to run between Boston, Castine, Bar Harbor, Southwest Harbor and Machiasport. The "Forest City" and "John Brooks," side-wheelers, formerly on the Boston-Portland service, were the steamers employed, but only a few trips were made, and the enterprise was totally unsuccessful.

About 1908 the Maine Coast Steamship Co., a purely freight line, was organized as a competitor to the Eastern Steamship Co. Its fleet consisted of two small wooden propellers formerly in use on the Great Lakes; the "Massasoit," of 364 tons, built in 1891, and the "Mohawk," of 535 tons, built in 1890. Their route was, generally, from Boston to Machias and Eastport, and after a few years of moderate success, both steamers needing repairs, were laid up. During the war, however, owing to the great demand for ships and the curtailment of the service of the Eastern Steamship Co., the "Massasoit" and the "Mohawk" were repaired and again placed in service by the Maine Coast Co. in 1918.

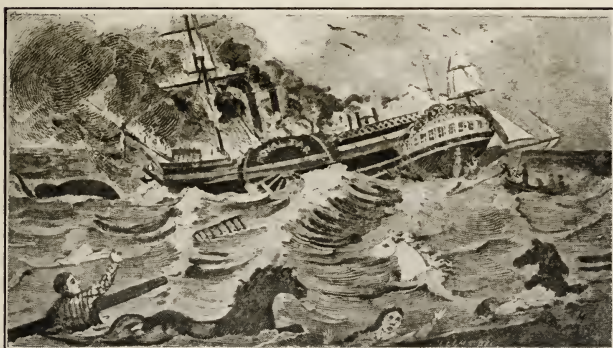
Although many of the early coast of Maine steamers previously mentioned may have, and probably did, make sporadic trips to St. John, N. B., and ports in southern Nova Scotia, the first regular service of which there is any knowledge was in 1836, when the wooden side-wheeler "Royal Tar" (named for King William IV of Great Britain) was built at St. John, N. B., to run regularly between that place and Portland, Maine, where she connected with the Boston steamers. The "Royal Tar" was 164 feet long, 24 feet beam, and measured 400 tons; she cost \$50,000 to build, and was owned by John Hammond and D. J. McLaughlin of St. John; she made her first trip to Portland in May, 1836; with over 200 passengers.

A few months later this steamer was lost under such tragic but curious circumstances as to render the disaster long memorable in the annals of New England steamboating. On Friday, Oct. 21, 1836, the "Royal Tar" left St. John for Eastport and Portland, having on board a

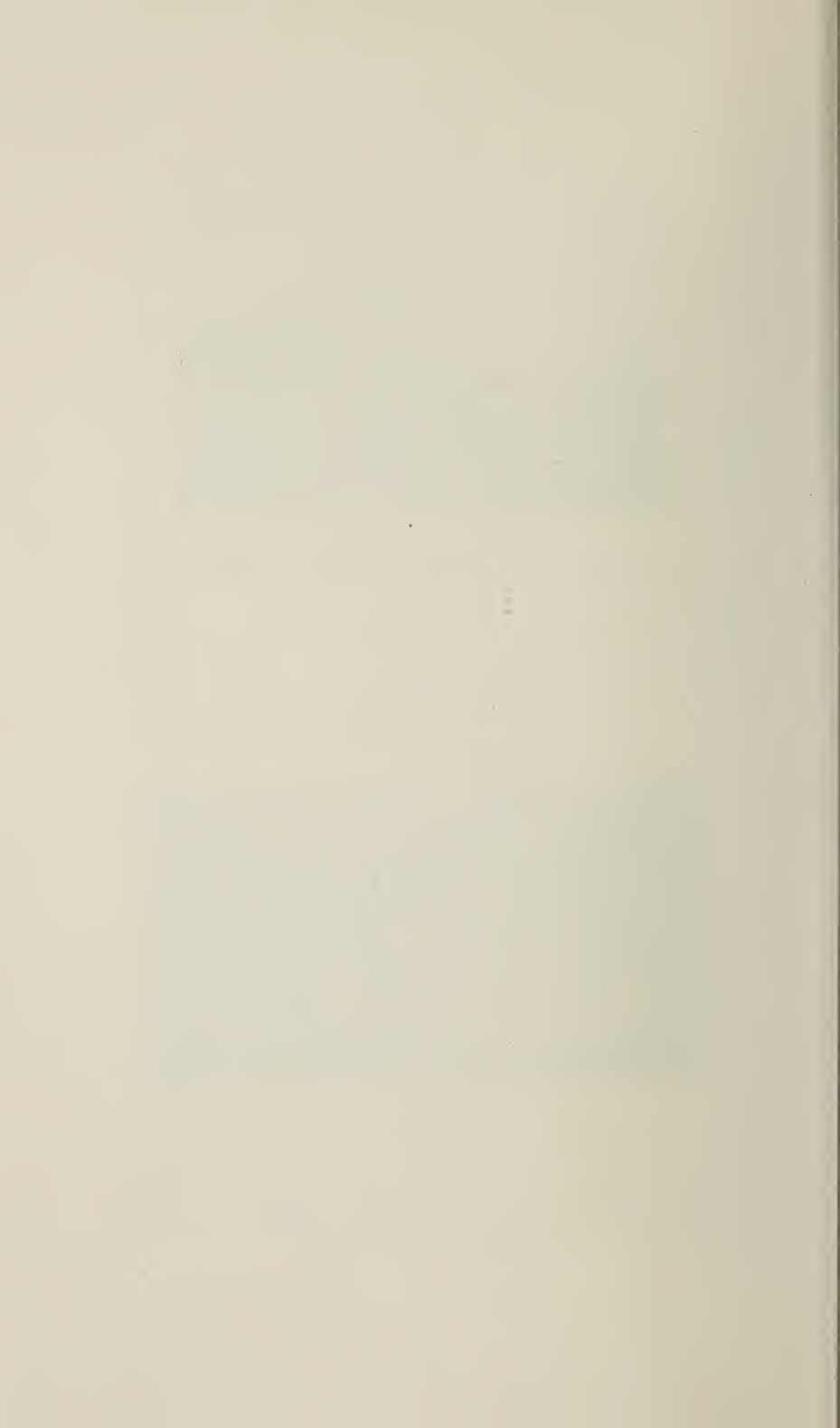


Steamer "PENTAGOET"

Lost with all hands in the famous storm of November, 1898
Formerly the U. S. Revenue Cutter "Bibb," built in 1864



Burning of the Steamboat "Royal Tar," in October, 1836



crew of 21 persons and 72 passengers. She also carried Burgess' collection of serpents and birds, Dexter's locomotive museum and a brass band. Among the animals on board were an elephant, six horses, two dromedaries, two lionesses, one royal Bengal tiger, one gnu, and a pair of pelicans. As a result of a high northwest wind, the "Royal Tar" remained at anchor at Eastport until Tuesday, the 25th, when at 2 P. M. she got under way and resumed her voyage. She had not much more than got outside when the gale increased in violence and she ran in for shelter near Fox island.

The story of her loss was told by Capt. Thomas Reed, her commander, in these words: "The steam being down after we had been at anchor about half an hour, the boat was discovered to be on fire immediately over the boiler, under the deck. The cable was slipped instantly and the fire engine set to work, but in five minutes the men could not stand at the pump, which was below, the smoke nearly suffocating them. At this awful juncture there was a rush for the boats, there being only two. Sixteen of the passengers and crew took the largest boat and went away before the wind, which blew so hard they were afraid to bring her to. I got possession of the jolly boat, with two men, and picked up another man belonging to the caravan who had jumped overboard."

"In about half an hour we saw a schooner coming to us, which proved to be the United States revenue cutter 'Veto,' Capt. Dyer, who rendered us every assistance in his power. He ran the cutter close to the burning steamer, then in a sheet of flames, and succeeded in taking out forty passengers, who must have perished had not the cutter come to our assistance."

One of the passengers, Hinson Patten by name, gave an account of the affair which explains the conduct of Capt. Reed in taking the one remaining boat. He says: "Capt. Reed took charge of the stern boat, with two men, and kept her off the steamboat, which was a very fortunate circumstance, as it was the means of saving from forty to fifty persons, and to him all credit is due for his deliberate and manly perseverance throughout the whole calamity." Another account mentions that the elephant

jumped overboard, crashing down upon a raft that was being hurriedly constructed, thus destroying the raft and losing the lives of several passengers. The horses also leaped overboard, and it was said that the elephant and a pony succeeded in swimming ashore. That statement was contradicted by an item in a St. John newspaper, which stated that every animal belonging to the menagerie was doubtless lost. The elephant was seen a few days ago floating near Brimstone island. Other accounts state that when the horses jumped overboard in their wild panic, instead of making for the shore, they swam round and round the burning steamboat until they became exhausted and were drowned.

Twenty-nine passengers and eight of the crew of the "Royal Tar" perished in this dreadful disaster, and the money loss was estimated at not less than \$125,000. Capt. Reed was presented with a purse of \$750 in gold for his gallantry in saving so many of his passengers; at a later date he was made harbor master of St. John, a post he filled acceptably for many years.

A steamer named the "Gazelle" took the place of the "Royal Tar," and she also was wrecked by running ashore near St. John in June, 1838; there was, luckily, no loss of life. In 1839 the steamboat "North America," evidently superior in size and build to the foregoing vessels, was built and placed on the line between St. John and Boston. She made one trip in the autumn of that year, and on March 25, 1840, the Boston Advertiser announced her as follows:—

"British steamship 'North America,' between Boston, St. John, N. B., via Eastport and to Windsor, N. S., where stages run to Halifax in a few hours. This new and elegant steamer, with low pressure engines made by the first manufacturers in Great Britain, having superior accommodations, will commence running between the above places in April next, leaving St. John on the 15th and Boston on the 18th, on her first trip of the season. . . . This boat will be provided with every facility for the prevention of fires, with force pumps, suction hose, extra boats, etc., and her engines and boilers are so constructed as to make it next to impossible to take fire. She will be

a most desirable conveyance between the British Provinces and the United States. Fares: to St. John, \$12 and found; to Eastport, \$10 and found. Letters at 12 1-2 cents each. L. Crackbon, agent, 6 T wharf, Boston."

The same paper for April 18, 1840, has the following notice of the arrival of the "North America" on the first trip of the season:

"The British steamer 'North America,' which made one trip from St. John, N. B., to this city last autumn, arrived here yesterday in 36 hours, bringing 21 passengers."

Unfortunately no information can now be found regarding the dimensions of the "North America," names of her builders, etc., but undoubtedly she was a wooden paddle-wheel steamer.

She seems to have met with considerable success, as she plied regularly for some years between Boston and the British Provinces, during the last part of her career to Nova Scotia, as is evidenced by the Boston Advertiser of August 28, 1843:

"British steamer 'North America,' Chisholm, for Yarmouth, N. S., fare \$8; Lunenburg, fare \$12; and to Halifax, fare \$12; meals extra. Charles R. Gibbons, agent, 75 Long Wharf, Boston."

The Eastern Railroad soon began to compete for the passenger traffic to and from the British Provinces with the steamers under their control. The Boston Advertiser for September 22, 1842, contains the following advertisement:

"People's Line, steamer 'Huntress,' Jewett, from Portsmouth, N. H. (then the terminus of the railroad), running in connection with the Eastern Railroad, for Eastport, fare \$6; Calais, fare \$6.50; St. John, fare \$8.00; meals extra. Persons wishing to send for their friends in St. John can do so. E. Wright, Jr., agent, 11 T wharf, Boston."

In 1847 the Eastport Eastern Steamboat Co. was organized with a capital of \$100,000; J. W. Bass of Eastport was president and J. P. Wheeler of Boston secretary and treasurer. They either had built, or bought, the wooden side-wheeler "Admiral"; she was constructed

in 1847 by Lawrence and Son of New York, measured 650 tons gross, 224 feet long, 28 feet beam, and had a vertical beam engine of 48 inches, 11 feet stroke. She was a well fitted and successful boat and ran for many years, making one round trip weekly between Boston and St. John, calling at Eastport both ways.

Originally the "Admiral" was painted black and had but one mast, but after running ashore near Eastport in 1854, she was practically rebuilt and made her appearance painted white and with two masts. The steamers "Commodore" (about the same size as the "Admiral") and later the "Governor" (previously mentioned) plied between Portland, Eastport and St. John in connection with the Eastern Railroad.

During the late forties and early fifties two British steamers, the "Maid of Erin" and the "Fairy Queen," were well known in the eastern trade; the former between St. John and Portland, and the latter operated from Eastport across the bay of Fundy to Windsor, N. S., and from there to Halifax.

The Calais Steamboat Co. was formed in 1851, and placed the steamers "Eastern City" and "Adelaide" on the route from Boston to St. John, calling at Portland and Eastport. Both steamers were wooden side-wheelers, built at New York expressly for the line; the "Eastern City" in 1852 and the "Adelaide" in 1854. The former's tonnage was 707, length 226 feet, beam 30 feet, depth of hold 10 feet; the machinery consisted of the usual vertical beam engine, having a 44 inch cylinder, 11 feet stroke; the latter steamer was slightly larger in size of hull and machinery, but neither boat had much power considering their exposed route and the heavy weather they occasionally encountered.

During the Civil war the "Eastern City" became a government transport and was called the "Cossack;" when peace came she resumed her former name and was run for some time between Boston and Bath, Maine, and afterwards sold for service on the St. Lawrence river. It must be taken into consideration that at this period nearly the whole passenger and freight traffic from Boston to the British Provinces and northeastern Maine was transported

by water, as there were but few railroads beyond Augusta or Bath, and direct rail communication between Boston and Bangor was not had until 1857.

In 1860 the International Steamship Co. was incorporated in Maine with a range of capital of from one hundred thousand to one million dollars, and the privilege of steam navigation to Europe and any ports in America. The special object, however, was to extend the existing accommodations of traffic between Boston, Portland, and the Provinces of New Brunswick and Nova Scotia, which had before been opened. This company came under the management of some of the principal owners of the Boston line, or Portland Steam Packet Co. T. C. Hersey was the president, H. J. Libby the treasurer, and Capt. John B. Coyle the general agent. S. E. Spring, William Kimball, Capt. Coyle of Portland, and A. McSeeley of St. John were the directors.

The International line took over from their former owners the "Admiral" and the "Eastern City," and afterwards had built at New York the "New Brunswick" in 1860 and the "New England" in 1861, wooden side-wheel steamers of 950 tons each, 240 feet long, and with the usual vertical beam machinery; they had excellent accommodations for passengers and freight and fair qualities of strength and speed. Both these steamboats remained in service for many years; the "New England," while on her way from St. John to Boston, struck on the "Wolves" ledge, near Eastport, in a dense fog, on July 22, 1872; passengers and freight were safely landed, and the steamer herself, which had partly filled, was raised and rebuilt as the "City of Portland." In May, 1884, she again ran ashore on "Gangway" ledge, near Rockland, and became a total loss. The "New Brunswick" ended her days as an excursion steamer around Boston.

In 1861 or 62 the steamer "New York" was added to the International line; she had been built at Clayton, on Lake Ontario, New York, in 1852, but as the extension of railroads rendered her unprofitable on the Great Lakes, she was brought to the Atlantic coast by Captain Winchester, who commanded her for several years. The "New York" was of about the same size as the other

boats, 1110 tons and 235 feet long, but had far greater power, a vertical beam engine of 60 inches, 12 feet stroke, which made her one of the fastest "down East" boats of her day. During the Civil war she was for several years used by the Government as the flag of truce boat, for the exchange of prisoners on the James river. She remained in the service of the International line until about 1885, then became an excursion steamer, and finally burnt at her wharf.

The same interests that controlled the International Steamship Co. started in 1867 a line between Portland, Halifax and St. Johns, N. F. For several years the service was kept by two small propellers of about 550 tons each, the "Carlotta" and the "Chase"; the former was an iron, the latter a wooden vessel. In 1872, however, the line was reorganized and incorporated as the New England and Nova Scotia Steamship Co., and the call at St. Johns given up. They had built at New York a large wooden side-wheeler, the "Falmouth," of 1156 tons, 240 feet long, having a vertical beam engine of 54 inches, 11 feet stroke. The "Falmouth," especially designed for open sea service, was very strongly put together, with narrow guards, etc. Commanded by Captain Colby, she was known several times to have put to sea from Halifax when transatlantic liners deemed it prudent to remain in port.

In the early eighties the Halifax service was given up, and the "Falmouth" joined the International fleet; while lying at her wharf at Portland undergoing repairs, she caught fire and was totally destroyed, April 29, 1884. The International line in 1882 brought out the highly successful steamer "State of Maine," built by the New England Shipbuilding Co. of Bath, Maine; she was a vessel of 1409 tons, 241 feet long, 37 feet beam, with a vertical beam engine indicating 1200 horse power. Like the "Falmouth," the "State of Maine" was built for hard service, and her frames were close together like those of a ship.

Another slightly larger boat, but of the same side-wheel type, the "Cumberland," was added to the fleet in 1885. Both steamers were sold in 1902 to the Joy line

for use on Long Island Sound and renamed "Edgemont" and "Larchmont" respectively. The latter, on the night of Feb. 11, 1907, was run down by a coal-laden schooner in Block Island Sound, and of the 177 or more people on board only twenty lived to reach the shore, and some of these died later from exposure to the awful zero weather.

Other coastwise lines had, in the early eighties, already discarded wooden side-wheel steamers for the more modern iron propellers, and in 1895 the International line, a little late in the day, followed suit and brought out a screw propelled vessel, the "St. Croix," but they still clung to the wooden hull built by the New England Shipbuilding Co. of Bath. The "St. Croix" measured 1994 tons gross, was 240 feet long, 40 feet beam, and had a triple expansion engine; she, however, proved to be anything but a success, as she turned out a leaky vessel of but small carrying capacity, and was afterwards sold for use on the Pacific coast.

In 1901 the International Steamship Co. joined with Morse's Eastern Steamship Co.'s consolidation of all the lines running east from Boston. Among the old-time shipmasters on the International line were Captains Winchester, Thompson, Hall, Colby, Pike, Sr. and Jr. Two more screw-propelled steamers, with steel hulls, built by the Delaware River Shipbuilding Co. of Chester, Pa., were brought out by the new management—the "Calvin Austin" in 1903 and the "Governor Cobb" in 1907. The former is 298 1-2 feet in length, 60 1-2 feet beam, 17 1-2 feet depth of hold, 3826 tons gross, and is fitted with a triple expansion engine indicating 2700 horsepower; the latter is 289 feet long, 54 feet beam, measures 2522 tons gross, and her motive power consists of three Parsons' steam turbines, which develop about 2500 indicated horse-power. The "Governor Cobb" is considered to have been the first seagoing steamer in the United States equipped with turbine machinery. Both are fine, fast boats, the "Cobb" especially so, and she has been chartered every year in the winter months to run between Key West and Havana. At the outbreak of the war the Government took over the "Governor Cobb," "Governor

Dingley," and "Calvin Austin," to use as training ships for the new mercantile marine.

Though great progress has been made locally in marine architecture, too many of our coastwise carriers are still steamboats rather than steamships. Steel hulls and twin screws of late years have markedly increased the strength and seaworthiness of our New England steam fleet. And yet some of our local steamers still retain too many of the characteristics of the old time side-wheelers. Their solid steel sides are not carried up high enough above the water; there is still too much of the old custom of leaving large openings aft, through which high seas can tumble into saloons and staterooms.

The theory is that if these coastwise craft are built up high forward, that is enough to ride head to gale. But the theory fails when it is necessary to bring the steamer about to scud before it. Such criticisms do not attach to the liners plying between Boston and Nova Scotia ports, or to those running to points south of New York. They are veritable ocean steamships of small or moderate tonnage, but of sturdy model and unquestioned seaworthiness. Our immediate New England waters, however, are among the stormiest in the world, and many of our coastwise steamers are, or rather were, employed in year-round service.

The expedient of twin screws makes possible a sea-going model of great handiness and light draft. There is no need of the employment of side-wheelers, or top-heavy propellers for outside routes to the bays and rivers of Maine, and there is every need of strong, rigid, subdivided hulls of up-to-date construction. A long step in advance was taken when steel turbine liners were put on the eastern routes, but too many of the old steamboat traditions still endure.

During the year 1863 Spear, Lang and Delano of Boston, so long identified with the New England coastwise steamers, started an opposition line between Boston and St. John, N. B., known as the "United States Mail Line." The steamer employed was an iron paddle-wheeler, recently rechristened the "Admiral Du Pont," for under the name of "Dawn" she had been captured, a little while

before, in an attempt to run the blockade of the southern ports. This vessel, built in England in 1847 for the English-Irish cross channel trade, measured 705 tons, and was equipped with oscillating cylinders, four in number, each 48 inches in diameter, four feet stroke, a type of machinery at that time much in vogue in England, but which somehow never found much favor on this side of the water. The "Admiral Du Pont's" career was a very short one in New England waters, for the enterprise was wholly unsuccessful.

In 1882 the New England and Arcadia Steamship Co. was organized to furnish communication between the ports of Maine and southern Nova Scotia. The iron side-wheel steamer "Frances," 988 tons, 222 feet long, 800 nominal horse-power, built in Wilmington, Del., in 1865, was chartered from David Babcock, president of the Stonington and Providence Steamship Co., and operated for several years between Bucksport (in the winter months) and Digby and Annapolis, N. S., calling each way at Machias and Eastport; Edward Cushing, for many years purser on various "down East" steamers, was general manager, and in the summer months the American terminus of the line was Bar Harbor. After several fairly successful years, the Maine Central R. R. Co. obtained control of the enterprise, and its home port was changed to Rockland.

Among the many smaller and unsuccessful attempts, some notice must be given to the St. John, N. B., and New York line (calling at Eastport and Yarmouth, N. S.), or, as it was officially called, the New York Steamship Co. It was organized by N. L. Newcomb and others, and in 1889-90 they ran at irregular intervals the large wooden propeller "City of Columbia." She had formerly belonged to the New York and Charleston (S. C.) Steamship Co., was built at New York in 1880, and measured 1878 tons. The earliest steamer to be placed on the route between Yarmouth, N. S. and Boston was the wooden propeller "Eastern State," previously mentioned. She was purchased by the Yarmouth Steam Navigation Co. for \$24,500, and placed in commission in 1855, in charge of Capt. Bowman Corning, and until she was taken in 1861

by the United States Government for a transport, the "Eastern State" made weekly trips, which were sometimes extended to Halifax.

The steamships that followed the "Eastern State" in this service were the "Relief" in 1862, the "Scotia" in 1864, and the "Linda" (afterwards renamed the "Dominion") in 1866 and later, all wooden propellers. E. Franklin Clements, son of the well known Capt. N. K. Clements of Yarmouth, was in charge of the line at this time, and it came to be often called the "Clements line." The side-wheeler "New Brunswick," chartered from the International Steamship Co., was on the route in 1882, but up to this time there had been few indications of the important part Nova Scotia was to play in the great summer vacation movement. Indeed "vacations" were then far from being the accepted institution that they are to-day. The railroads of the province had been gradually awakening to the possibilities of summer travel, but it remained for Yarmouth's great "captain of industry," Hon. Loran E. Baker, to make the first definite move in reaching out for a share of the American tourist business. Mr. Baker, who was one of the most enterprising and ambitious merchants ever produced by Nova Scotia, in 1885 bought out the Nova Scotia Steamship Co. and its steamer "Dominion" and organized the Yarmouth Steamship Co., which was destined to be the real pioneer in the ocean part of the Nova Scotia tourist business.

With abundant faith in the future, the Yarmouth Steamship Co. proceeded to have built on the Clyde a new steel steamship, the "Yarmouth," 220 feet long, with a speed of 14 knots. She was a fine vessel for that period and was placed in commission between Boston and the Nova Scotia port for which she was named, in 1887. The "Yarmouth" became very popular with the travelling public, and the passenger business of the line increased so rapidly that it was found necessary to order another and larger steamship, the "Boston." This vessel was also built at Glasgow, and was 1694 tons gross and 245 feet long. She was placed on the route in 1890, and inaugurated a new direct service between Boston and Digby, N. S. (now given up), remaining in commission until sold

in June, 1917. In the twenty odd years of her service she made one of the most remarkable records of any American coastwise steamer; her runs were clocklike in their precision, and she missed scarcely a trip, even in the stormiest weather. But even the "Boston" by and by failed to meet the requirements of the growing traffic, and faster and bigger boats succeeded her.

The Dominion Atlantic Railway Co., a progressive English corporation, which had come into possession of the entire railway system between Halifax and Yarmouth, decided to extend its field of operations and absorbed the Yarmouth Steamship Co. It placed on the Boston-Yarmouth route in 1897 the steel twin screw steamship "Prince Edward," 1400 tons gross, 268 feet long, built by Earle's Shipbuilding Co., Hull, England; she developed a speed of 19 1-2 knots, and was later sold to German owners and said to have been lost in the Baltic Sea.

In 1899 the "Prince George" and "Prince Arthur," sister ships, were added to the line; they were also constructed by the Earle Co. at large expense, and were equipped and engined like small ocean liners. Each steamer measures 2040 tons gross, 290 feet in length, 38 feet beam, and has two triple expansion engines of 718 nominal horse-power driving twin screws, the speed being about 20 knots. They have the proportions of the transatlantic liner, without its unwieldiness; properly handled they can stand almost any weather—as they have had abundant opportunity to prove in Massachusetts Bay—and in their neat aspect, fleet lines and excellent design, black hull, white upperworks and crimson funnels, they are an ornament to any harbor. In the old days it not infrequently took a couple of days, or more, to reach Boston from Yarmouth, or vice versa; the two "Princes," however, easily make the run in 17 hours, and with the utmost regularity.

Early in 1912 the marine division of the Dominion Atlantic Railway Co. fell under the control of the all-absorbing Eastern Steamship Corporation, who reorganized it as the Boston and Yarmouth Steamship Co. Ltd. The service was, however, continued as before under the British flag, until interrupted by the European war. The

"Prince George" and "Prince Arthur" were requisitioned as hospital transports early in 1917 by the British government.

For a few months the Yarmouth line was carried on with such ships as the Eastern Steamship Lines could spare, but late in 1917 it was suspended altogether. However, a great outcry was made by the Nova Scotia merchants and shippers, and in April, 1918, a freight service was begun and irregularly maintained by the Canadian government steamer "Aranmore," a propeller of some 500 tons. Soon after the close of hostilities the Eastern Steamship Lines again began the regular service on March 5, 1919, with their steamer "North Land" of the New York and Portland line. It is hoped that the "Princes" will soon be released so as to be on the line in the summer of 1920.

For many years there had been regular packets between Boston and Halifax, N. S., mostly brigs and schooners of from 100 to 200 tons each, but the first communication by steam was when the Cunard line or, as it was then officially called, British and North American Royal Mail Steam Packet Co. was established in 1840. Their ships called at Halifax on their way to and from Boston monthly in the winter, every two weeks in the summer, until 1848, when the service was doubled, but every other vessel then proceeded to New York. After a short time, however, the New York steamers gave up calling at Halifax, owing to the many delays incident thereto, but the Boston ships continued stopping there until 1868.

Contrary to the general belief, the "Unicorn" and not the "Britannia" was the first Cunard steamer to cross the Atlantic and arrive in Boston. The original contract of the Cunard Co. with the British government obliged them to have their steamers at Halifax met by another which was to carry the mail to Pictou, N. S., and Quebec. Accordingly the "Unicorn" was sent over in advance of the regular boats, and having landed her passengers at Boston, June 2, 1840, returned to Halifax to meet the outward steamer from England; she carried on the Halifax-Pictou-Quebec service until it was given up in 1846. The "Unicorn" was a small boat of 649 tons, 570 indi-

cated horse-power, built in 1835 for the Glasgow and Liverpool service; the first four regular steamers of the Cunard line, the "Britannia," "Acadia," "Caledonia" and "Columbia," were nearly double her size, 1200 tons each.

Another very early local steamer under the British flag and plying between Boston and the British Provinces was the "North America." Like many other early steam vessels, very little can be learned about her, and in spite of diligent searches all that can be found concerning this craft is in the advertisements of her in the contemporaneous newspapers. The Boston Advertiser for March 25, 1840, has the following notice of her:

"British steamship 'North America,' between Boston, St. John, N. B., and to Windsor, N. S. (via Eastport), where stages run to Halifax in a few hours. This new and elegant steamer, with low pressure engines made by the first manufacturers in Great Britain, having superior accommodations for passengers, will commence running in April next, leaving St. John on the 15th and Boston on the 18th, on her first trip of the season, touching at Eastport to and from. . . . This boat will be provided with every facility for the prevention of fires, with force pumps, suction hose, extra boats, etc., and her engines and boilers are so constructed as to make it next to impossible to take fire. She will be a most desirable conveyance between the British Provinces and the U. States. Fares to St. John, \$12 and found; to Eastport, \$10; letters 12 1-2 cents each.

L. Crackbon, Agent, 6 T wharf."

On April 18, 1840, the same paper notes: "The British steamer 'North America,' which made one trip from St. John, N. B., to this city last autumn (1839), arrived here yesterday, in 36 hours, bringing 21 passengers. She lies at Lewis Wharf." Not long after this date the "North America" made Halifax her eastern terminus, to which port she plied regularly, and it would seem with some success. One of her last advertisements was in the Boston Advertiser for Aug. 28, 1843, as follows:—

"British steamship 'North America,' Chisholm, for Yarmouth, fare \$8, Lunenburg \$12, Halifax \$12, meals extra.

Charles R. Gibbons, Agent,

75 Long Wharf."

It would have been interesting to have reproduced a picture of this old steamer, but as previously stated, all researches have been in vain, and we can only conjecture as to what became of her.

In July, 1848, the Boston Transcript advertised the American steamer "Buena Vista" as "running regularly" between that port and Halifax, N. S. The records of the New York Custom House reveal the fact that this craft was formerly called the "General Jackson," and that she was a small boat built at New York in 1828-29 by Smith and Dimon for Peter Simmons, also of New York; and that later she belonged to Cornelius ("Commodore") Vanderbilt. Her tonnage was only 174, length 114 feet, beam 22 feet. A more unsuitable steamer for open sea navigation can scarcely be imagined, for she was designed to navigate the waters of the Hudson river, or Long Island Sound, and did so for many years. The "General Jackson" had come from New York with a bad reputation, for on June 8, 1831, while in the Hudson river, her boiler exploded, killing six and injuring between twenty and thirty persons. Hence the probable reason for her change of name later on, and as far as can be learned her career on the coast of New England was limited to one season.

The next attempt at steam navigation between Boston and the capital of Nova Scotia was in 1852, when the wooden propeller "Sir John Harvey" (named for a former lieutenant-governor of Nova Scotia) was placed on the route by Messrs. Clark, Jones and Co. of Boston. Her advent was announced by the Boston Advertiser in April, 1852, as follows:—

"'Sir John Harvey': this propeller of about 700 tons was launched at Medford (Mass.) yesterday by J. O. Curtis. When her machinery is fitted, she is to ply between this city and Halifax, and is expected to leave each place once a week. She will begin her trips early in June. Her agents in this city are Clark, Jones and Co., who have for some years past successfully managed a line of fast sailing brigs, the 'Boston,' 'Belle,' 'Halifax,' etc., which have kept up a very regular communication with the British Provinces."

The picture of the "Sir John Harvey," reproduced from an old lithograph owned by the author, shows her

to have been a curious old craft,—not a nautical beauty, but undoubtedly seaworthy. Her exact dimensions, taken from the records of the Boston Custom House, were: tonnage 620, length 170 feet, beam 27 1-2 feet, depth of hold 18 1-2 feet; she was “sold foreign” in 1854, probably to British owners, as there was then a great demand for steam transports to take the British and French troops to the Crimean war.

After this date, except for the means afforded by the Cunard line and the irregular trips of the “Eastern State” (previously mentioned), there was no direct steam communication between Boston and Halifax until 1868, when F. W. Nickerson and Co. of Boston started their line, which was also extended to Charlottetown, P. E. I., and under various managements, was destined to last for many years. Their first steamers were the “Oriental,” an iron screw of 740 tons, a former southern blockade runner, built in England in 1858, and the “Commerce,” 335 tons, and “Alhambra,” 764 tons, also propellers but constructed of wood, the latter at New York in 1864. As business increased larger ships were added to the line. These were the “Carroll” and “Worcester,” wooden screw steamers, built at New York in 1862 for the government service during the Civil war. They were peculiar looking craft, with their pilot houses very far forward; the “Worcester” measured 1500 tons gross, 218 feet long, 35 feet beam; she had two vertical direct acting engines, cylinders 44 inches by 48 inches stroke; the “Carroll” was of slightly smaller dimensions.

At the close of the Civil war they and another sister ship, the “Somerset,” had been bought by the Baltimore and Ohio R. R. Co., who with them inaugurated, in 1865, a transatlantic line between Baltimore and Liverpool. But the ships were unsuited to the trade; they were too small and slow, and in 1868 the experiment was given up. The “Worcester” and “Carroll” were better fitted to a comparatively short route, like that between Boston-Halifax and Charlottetown, and they literally wore themselves out in that service; they were condemned and broken up at Boston in the summer of 1894.

Another historic steamer ran on this line for a short time in the late eighties. This was the “Merrimack,” a

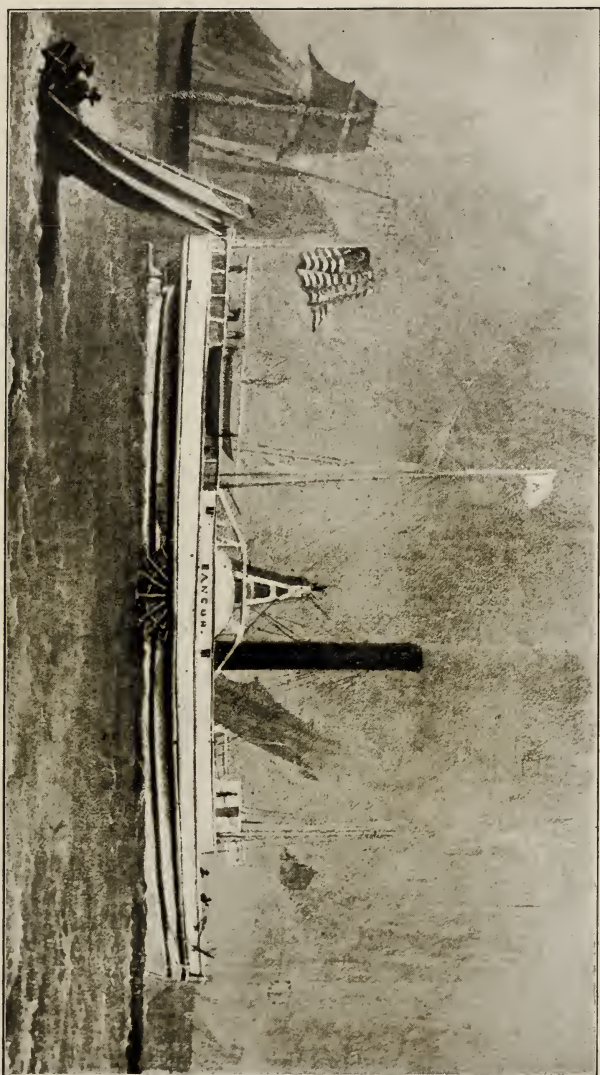
propeller, and one of the first iron vessels ever built in Boston (by Harrison Loring in 1861). She and a sister ship, the "Mississippi," had been intended to form a regular line between Boston and New Orleans, under the auspices of the Union Steamship Co. of Boston, but the breaking out of the Civil war put an end to the project. Both steamers were in use as transports during the war, and afterwards were in the transatlantic service between New York and Havre. Later on they were acquired by the United States and Brazil Mail S. S. Co., and for many years plied between New York and Rio de Janeiro; the "Mississippi" was lost in that service in 1869.

In the eighties the "Merrimack" came back to her original port, was refitted with a triple expansion engine, and plied between Boston and Halifax until she was lost by running ashore on Little Hope Island, N. S., in a thick fog, July 10, 1887. The passengers and crew had a narrow escape and barely got off with their lives. The "Merrimack" was a very handsome ship, with fine lines; originally she had been barque-rigged, with very lofty masts and spars, but in her later days the mainmast and square yards were removed, leaving her schooner-rigged. She measured 2031 tons gross, 260 feet long, 39 feet beam, 19 feet depth of hold, 4 water-tight bulkheads; she was at first fitted with two inverted direct acting engines, having 62-inch cylinders, 4 feet stroke.

During the season of 1891 the British steamship "State of Indiana," 2584 tons, 400 nominal horse-power, was chartered by the owners of the "Carroll" and "Worcester;" she had previously run on the "State" line between New York and Glasgow.

About 1880 the firm of Small and Hatheway of St. John, N. B. started an opposition steamer line between Boston and Nova Scotia ports; Digby, Annapolis, Windsor, and sometimes Halifax, to which place the fare was "\$7 and found." They had various small steamers; the propellers "Scout," a former blockade runner, and "Hunter," and the side-wheeler "City Point," the latter a small New York harbor boat that only made a few trips; she hugged the coast as much as possible, and finally ended her career by running ashore near Hampton, N. H. After a few years, Small and Hatheway sold out to the International line.

(To be continued)



Steamer "BANGOR," (first) built in 1833

THE WILLIAM GRAYS IN SALEM IN 1797.

BY EDWARD GRAY.

WILLIAM GRAY (Benjamin, Benjamin, Joseph, Robert of Salem), was the son of Benjamin¹ and Sarah (Cash); he born at Salem, Oct. 26, 1727, and was a painter. His marriage intention is recorded at Salem, Nov. 18, 1749, to Sarah Mattoon of Newmarket, N. H. He lived in Ward 2 in 1797; and died at Salem, Dec. 24, 1805, aged seventy-eight years.² In his will, dated May 8, 1801, and proved Jan. 14, 1806, he mentions his two sons William Gray and John Gray, and three grandchildren, the children of his son Richard Mattoon Gray, deceased; sons William and John, executors, who call themselves William Gray, jr., gentleman, and John Gray, schoolmaster, on their bond.

WILLIAM GRAY, JR. (Abraham, William of Lynn), was son of Abraham and Lydia (Calley); he was born at Lynn, June 27, 1750, and moved to Salem, with his parents, in 1761. He was the Salem merchant familiarly known as "Billy" Gray, and was known as William Gray, tertius, until 1786,³ when he became William Gray, jr.;⁴ after

¹Essex Institute Historical Collections, IV: 263; Essex County Deeds, 115: 188.

²Salem Gazette, Dec. 27, 1805.

³Essex County Deeds, 145: 219.

⁴William Gray, jr. and Margaret Cook, both of Salem, were married March 16, 1760. (*Rev. Dudley Leavitt's marriages in Vital Records manuscripts, Essex Institute.*) He may have been the son of Robert, jr. and Ruth, baptized at Salem, Oct. 16, 1737, and probably died in 1786 (*cf.* William Gray, jr. in the text), until which time he was probably William Gray, jr. William Gray of Middleton, yeoman, who married Sarah Smith of Salem, and Samuel Gray, jr. of Salem, cordwainer (1765-1850), who married Ruth Ropes, were brothers (*Wheatland papers, Essex Institute*), and were probably his sons, as the latter had a daughter named Margaret Cook Gray. Samuel's son, Samuel, was killed by lightning, July 5, 1804, while fishing in Salem bay. (Samuel Gray [sr.] of Salem, merchant (1760-1816), was the son of Abraham and Lydia (Calley), and brother of William Gray, jr., in the text. He married, first, Anna Orne, and second, Mary Brooks.)

the death of the above William Gray, in 1805, he became William Gray. He married at Salem, March 28 or 29, 1782, Elizabeth Chipman, and lived in Ward 2 in 1797. He moved to Boston in 1809; was Lieutenant-Governor of Massachusetts in 1810 and 1811; and died at Boston, Nov. 3, 1825. After examining the Essex County wills and deeds, the writer feels sure that this Lynn Gray family was not connected with the Salem Gray family.

WILLIAM GRAY 3RD (William, Benjamin, Benjamin, Joseph, Robert of Salem), was the son of William and Sarah (Mattoon); he was born at Salem, July 5, 1750, and was a painter.¹ He was known as William Gray, 4th, until 1786 (*cf.* the record of his first marriage; also William Gray, jr., above named), when he became William Gray, 3rd. After the death of his father, William Gray, in 1805, he became William Gray, jr. He was of Portsmouth, N. H., in 1800,² and of Salem again in 1807.³ He married first, at Salem, Nov. 5, 1772, Susannah Shepard, who died April 25, 1796; and second, at Salem, Oct. 2, 1796, widow Hannah (Ashby) Young, and lived in Ward 1 in 1797. He died at Salem Nov. 16, 1819, aged sixty-nine years.

WILLIAM GRAY, 4TH, married at Salem, Oct. 17, 1790, Hannah Bushnell, and lived in Ward 2 in 1797. The writer cannot find anything in the Essex County wills or deeds which shows the identity of this William Gray.

WILLIAM GRAY, 5TH (William, William, Benjamin, Benjamin, Joseph, Robert of Salem), was the son of William, 3rd, and Susannah (Shepard); he was born at Salem, July 30, 1773, and changed his name by an act of Legislature,

William Gray (Jeremiah, William of Lynn), was the son of Jeremiah and Theodate (Hood); he was born about 1745, and died in 1781. He married at Lynn, Jan. 23, 1771, Alice Breed; was a cordwainer, and lived in Boston and Salem. On April 10, 1781, William Gray of Salem, cordwainer, sells to brother, Winthrop Gray of Boston, innholder, land bequeathed by father, Jeremiah Gray of Lynn. *Essex County Deeds*, 138: 198.)

¹Essex County Deeds, 148: 226.

²Essex County Deeds, 167: 81.

³Essex County Deeds, 181: 15.

in 1798, to William Shepard Gray.¹ He lived in Ward 2, Salem, in 1797, and married at Newburyport, Nov. 8, 1798, Ann Knight Morland. Later in life he was cashier of the Essex Bank, Salem, and died at Cambridge, May 27, 1824.²

¹Laws and Resolves of Massachusetts, Feb. 5, 1796, chap. 37. "William Gray, the fifth, of Salem, in the county of Essex, son of William Gray, the third, of said Salem, be empowered to take the name of William Shepard Gray."

²Captain William Gray, of Salem, died Nov. 18, 1785, aged forty-one years. (*Salem Gazette*, Nov. 22, 1785.)

Lydia Gray, widow of Captain William Gray, died Sept. —, 1795. (*Wheatland papers*, *Essex Institute*.)

William Gray married at Salem, June 19, 1771, Lydia Croel.

Robert Gray and Benjamin Gray, both of Salem, mariners, children of William Gray, late of Salem, mariner, sell land and dwelling house of said William Gray, late father, &c., to Caleb Cook for \$283.33, on April 19, 1805. This lot was on St. Peter St. (*Essex County Deeds*, 175: 250.)

Captain William Gray, jr. of Salem, mariner, died intestate, and John Watson was appointed administrator of his estate on Jan. 15, 1805. His mansion house and land on St. Peter St. were sold at public auction for \$1,700.

A FELCH--FELTCH PEDIGREE.

BY FRANK HERVEY PETTINGELL.

1. HENRY FELCH, first of the name in this country, was born about 1590. He is supposed to have come from Wales with the party of the Rev. Richard Blynman, in 1640, which landed first at Plymouth, where Mr. Blynman is mentioned in the records March 2, 1641; next at Marshfield (incorporated March 1, 1642), then called Green's Harbor. In less than a year the party removed to Gloucester, where, in 1642, Henry Felch was the owner of "six acres of hoed ground," of which there is no grant in the records, so it may be inferred he was there before the incorporation of the town of Gloucester, which was settled between October, 1641, when the bounds of the town were approved by the General Court, and May, 1642, when it was established or incorporated as a plantation called Gloucester. The first marriage on the Gloucester records is that of "a ——— daughter of Henry Felch to Samuel Haieward, March 2, 1641" (N.S.). Savage indicates that her name was Isabel, but there are several reasons why this is not likely.

Henry Felch was proprietor at Watertown in 1642 and perhaps of Reading in 1644. He resided during his later years at Boston, where he died in August, 1670; will dated July 4 and proved Sept. 27, 1670. Presumably before coming to America he married, first, Margaret, whose parentage is not yet determined. She died in Boston, 23: 4th mo., 1655, and he married, second, Elizabeth, widow of Thomas Wiborne, who came in the ship "Castle" in 1638 from Tenterden, County Kent, England, and died in Boston, 2: 7th mo., 1656; will probated 28 Oct., 1656. Elizabeth Wiborne-Felch died at Boston, 12 May, 1682.

Children, by wife Margaret:—

2. HENRY, b. about 1610.
3. — (perhaps Isabel), m. 2 Mar., 1641, at Gloucester, Samuel Haieward.
4. ANNA (or HANNAH), m. Samuel Dunton of Reading, who d. before or about 1695. She d. 11 July, 1689.
5. MARY, m. John Wiburn (or Wiborne), son of Thomas and Elizabeth Wiborne.¹

2. HENRY FELCH was born about 1610, in Pembroke-shire, Wales, England, and came to America accompanied by his parents. He was a proprietor at Gloucester, settled for a time in Watertown, then removed to Reading in 1647, where he immediately became a prominent citizen, being a selectman in 1647, 1648, 1651, and 1681; surveyor of highways, 1648. He probably resided for a time in Boston, where several of his children were born and died. He died in Reading, 11 Nov., 1699; estate inventoried 13 Dec., 1699, son John administrator. In the town records of Reading he is frequently designated as "Sergt. Henry Felch," indicating that he must have been a member of "the first military corps of Reading," formed probably at the time of the incorporation of the town in 1644, called "Reading Infantry Company." Its first captain was Richard Walker.

Henry married, about 1648, Hannah Sargent, who was baptized 13 July, 1629, in Northampton, England, and died in Reading, 15 Dec., 1717. She was the daughter of Rev. William Sargent and his first wife Hannah.

Children:—

6. HANNAH, b. 26 Feb., 1649; d. 23 Apr., 1668, at Reading.
7. MARY, b. 31 July, 1653, at Reading; m. William Green of Woburn.²
8. ELIZABETH, b. 15 July, 1655; d. 8 Oct., 1657,³ aged 2 yrs.
9. SAMUEL, b. 3 June, 1657, at Boston; d. 22 Oct., 1661, aged 4 yrs.

¹Children of Thomas Wiborne by wife Elizabeth who married Henry Felch as her second husband: John, m. Mary Felch; Jonathan, d. 10 (10) 1653; Nathaniel, b. Mar. 12, 1655; Elizabeth, m. 3 (2), 1655, John Merrick; James, d. Mar. 7, 1658.

²Published Vital Records of Woburn gives a Mary, wife of Wm. Green, d. 3 June, 1676.

³Boston Records give date of death 18: 8th mo., 1657.

10. JOHN, b. 26 Feb., 1659, at Reading; d. at Boston, 9 Apr., 1746, aged 89 yrs. He m. 25 May, 1685-6, Elizabeth, dau. of Robert and Elizabeth (Brock) Gowing, who d. at Weston, 10 Apr., 1746, aged 86 yrs. They had 9 children.
11. SAMUEL, b. 12 July, 1662; d. Reading, 14 Jan., 1683, aged 21 yrs.
12. JOSEPH, d. 31 May, 1727; m. Mary —, who d. 1729.
13. ELIZABETH, b. 9 Mar., 1666, at Reading; m. at Reading, 30 Dec., 1686, Thomas Cutler.
14. DANIEL, b. 5 Jan., 1668.
15. HANNAH, b. 18 Sept., 1672; m. at Reading, 16 Apr., 1700, Samuel Parker.
16. RUTH, b. 1 June, 1675.

14. DANIEL FELCH, born at Reading, 5 Jan., 1668; d. 5 Oct., 1752, in that part of Hampton Falls, N. H., which is now Seabrook, aged 84 years. His sons Joseph and Daniel, jr., were appointed to administrate his estate March 28, 1753. He perhaps resided for a time in the vicinity of Salem Village (now Danvers), as four of his children were baptized there between 1718 and 1728. Shortly prior to 1730 he settled in that part of Seabrook then included within the jurisdiction of Hampton Falls. His name appears among the taxpayers there in 1747, 1748, 1749, and 1750. He was a practicing physician for many years in the vicinity of Hampton Falls and Seabrook, N. H.

He married, first, in Reading, 6 May, 1702, Deborah Dean (or Dane) of Charlestown, perhaps the daughter of Joseph and Elizabeth (Fuller) Dean. This Deborah Dean was born 29 Sept., 1678, and died 7 Jan., 1715. He married, second, Sarah Fuller,¹ daughter of Benjamin (Lieut. Thomas) Fuller and his wife Sarah Bacon.

Dr. Daniel Felch married, third, at Salem, 12 Jan., 1725, Hepsibah Curtis, daughter of Corp. John (Zaccheus) Curtis and his wife Mary Look. Mary Look was the daughter of Thomas and Sarah Look of Lynn. Hepsibah Curtis was born at Topsfield, 28 Nov., 1694; baptized at Boxford, 6 Jan. 1694-5, and died at the "old Felch homestead, where her son Samuel resided."

¹The Genealogy of the Fuller Family in the New England Historical and Genealogical Register, Vol. xiii, p. 360, states that Sarah Fuller married, first, Mr. Felch and had two children, Deborah and Daniel.

Children by wife Deborah :—

17. DANIEL, b. 8 Mar., 1703; d. 13 Sept., 1713, at Reading.
18. DEBORAH? (If so, she must have died young, as he had another daughter Deborah, b. 13 Jan., 1720. *See below.*)

Children by wife Sarah :—

19. DANIEL, of Hampton, N. H., b. 5 Apr., 1718; bapt. at Salem Village 20 Apr., 1718. He was a soldier at the capture of Louisburg, June 17, 1745, in Capt. Edward Williams' company, and was one of Captain Moulton's scouts July 30 to Aug. 26, 1745; services ordered paid for in the House of Representatives, Oct. 2, 1745. He m. Jane Paige of Salisbury, 14 Feb., 1749, at Hampton Falls, N. H., who d. 20 June, 1787.
20. DEBORAH, b. 13 Jan., 1720; bapt. at Salem Village, 24 Apr., 1720; marriage intentions published May, 1744, to Abner Harris. Had : Abner, bapt. 24 Mar., 1744-5; Deborah, bapt. 22 Feb., 1746; John, bapt. 22 Jan., 1748; all baptized in Ipswich. They removed to Ipswich, where she d. 22 June, 1750. Intentions of marriage of Abner Harris to Mrs. Mary Sawyer were published at Ipswich, 20 Apr., 1751. He d. there 31 Jan., 1777.
21. SARAH, bapt. at Salem Village, 21 Apr., 1728; d., unm., 13 Jan., 1811, at the old homestead, aged 81 yrs. (It is not yet determined which wife was the mother of this child, nor the date of her birth.)

Children, by wife Hepsibah :—

22. CURTIS, b. about 1726; removed to Fitzwilliam, N. H.
23. SAMUEL, b. perhaps at Hampton Falls, N. H.; bapt. 23 Apr., 1727, at Salem Village.
24. JOSEPH, bapt. at Danvers, 24 Apr., 1728. There was a Joseph Felch bapt. and owned the covenant Dec. 13, 1747, Second (West or Rocky Hill) Church, Salisbury, evidently an adult.¹ Joseph Felch m. about 1756, Mary (Benjamin, Benjamin, Thomas, John) Hoyt, who was born 6 Jan., 1738-9; bapt. 28 Oct., 1750, at the First (East) Church, Salisbury, and d. 4 Apr., 1804. Mary (Hoyt) Felch was admitted to full communion Jan. 4, 1756, in the First Church of Salisbury. Joseph and wife Mary renewed the covenant Oct. 9, 1758, at the First Church, Salisbury, and they had two children

¹Old Families of Salisbury and Amesbury, by D. W. Hoyt, p. 441.

baptized in this church. Joseph Falch was parish collector of Hampton Falls, N. H., 1776; signed the Associatton Test as of Seabrook, N. H., with his brother Samuel and others, Apr. 12, 1776. He settled in Weare, N. H., in 1779, purchasing the Stephen Rowell farm, which has since remained in the family,¹ now owned and occupied by one of his great-grandsons, and d. 5 Feb., 1803, in Weare, N. H.

25. HANNAH, b. 24 Oct., 1731. The published Salisbury Vital Records, page 463, gives intentions of marriage of Paul Pressey and Hannah Felch of South Hampton, published 30 Nov., 1750, at Salisbury. They were married at Kingston, N. H., Jan. 1, 1751. She d. 10 Aug., 1757, at Kingston, and he m. there, 26 Mar., 1758, Mary Hubbard.
26. HENRY, b. 21 July, 1735, at Hampton Falls, N. H.; d. 27 June, 1807. Samuel Smith was appointed his guardian 28 Mar., 1753. Henry Felch was a Quaker; was a soldier in the Revolutionary War, being drafted Sept. 20, 1776, and served in the State of New York. Had second wife, Deborah Palmer, whom he m. at Kensington, N. H., 19 Nov., 1795; she d. 28 Nov., 1814.

23. SAMUEL FALCH (or FELCH), born perhaps at Hampton Falls, N. H., bapt. 23 Apr., 1727, at Salem Village (now Danvers); died in that part of Salisbury now Seabrook, N. H., 3 June, 1811. He lived in the south end of Seabrook, N. H., about one-half mile from the present Salisbury line (the southern part of Seabrook, N. H., was originally a part of Salisbury, Mass.), and died at the old Felch homestead, "which he divided into five equal parts and conveyed in severalty to his five sons by deeds dated 29 Nov., 1808." He was a fisherman and farmer. He signed the Association Test as a resident of Seabrook, N. H., with his brother Joseph and others, Apr. 12, 1776. He married at Seabrook, N. H., 1 Jan., 1755, Jemina Selley (later spelled Cilley), who was born Apr. 5, 1737, at Salisbury, and died there 5 June, 1817. She was the daughter of Thomas (Benoni) Selley by his second wife Lydia (Edward, jr., John, Edward) French.

Children :—

27. NICHOLAS, b. 12 June, 1755, at Hampton Falls, N. H.; bapt. 21 Dec., 1755, at Salisbury; d. 13 Apr., 1841, aged 85 yrs. He m. about 1779, Sarah Gove, who d. 20 Oct., 1849. He was

¹History of Hancock, N. H., by William W. Hayward, p. 570.

- a Revolutionary soldier in the N. H. Continental line; name appears on the N. H. pension rolls, 1840; res. at Seabrook.
28. JENNE, b. at Hampton Falls, N. H., 23 June, bapt. at Salisbury 3 July, 1757; d. 11 Mar., 1836, aged 78 yrs.; m. Jeremiah Brown, who d. 16 Feb., 1846.
 29. SAMUEL, b. at Seabrook, N. H., 18 Nov., bapt. at Salisbury, Mass., 25 Nov., 1759;¹ killed at Salisbury, by a cart passing over his body, 17 July, 1818, aged 59 yrs.; m. Sarah (Joseph, Joseph, Hugh, George, Hugh) March, Mar. 21, or Dec. 1, 1788, at Salisbury, the widow of Nathaniel Harris.
 30. JAMINA, b. at Seabrook, N. H., 16 Apr., bapt. at Salisbury, Mass., 25 Apr., 1762;¹ d. 15 Nov., 1816, aged 54 yrs.; m. Belcher Dole, 23 June, 1791, at Salisbury.²
 31. HEPsIBAH, b. 15 Oct., 1765; d. 10 Nov., 1840; int. of marriage published at Salisbury, 2 Feb., 1791, to Benjamin Joy, jr., who d. 31 Mar., 1830.
 32. PHINAS, b. 7 Mar., 1768; settled in Kensington, N. H., and d. at Danville, N. H., Apr., 1840, aged 88 yrs.; m. at Hampton Falls, N. H., 19 Mar., 1795, Sarah Ward, a descendant of Thomas Ward. She d. 1864.
 33. DANIEL, b. 13 Oct., 1771, at Seabrook, N. H.; d. 30 June, 1839, aged 67 yrs.; m. 18 Mar., 1793, Jenny Eaton, who d. 6 June, 1840.
 34. JACOB, b. 3 Feb., 1777, at Seabrook, N. H. .
 35. BETTY, b. 3 Dec., 1781, at Seabrook, N. H. She lived in Seabrook, N. H., and d. there 13 Nov., 1856, aged 74 yrs.; m. in 1800 Thomas Chase, who d. 8 Aug., 1883.

34. JACOB FALCH was born at Seabrook, N. H., 3 Feb., 1777; died in Newburyport, 28 Jan., 1856, aged 78 years; married at Salisbury, 5 Aug., 1802, Hannah Wharf Harris, who was born at Salisbury, 2 Feb., 1783: died at Newburyport, 30 Jan., 1880, and was the daughter of Nathaniel (Giles, John, John, Thomas, Thomas) Harris and his wife Sarah (Joseph, jr., Joseph, Sergt. Hugh, Cornet George, Hugh) March. Sarah (March) Harris married, second, Samuel Falch, jr., 21 Dec., 1788 (brother of Jacob), thereby becoming a sister-in-law to her own daughter. Jacob Falch settled early at Kensington, N. H., where he was a resident taxpayer 1808-1819. A family tradition persists that he was an officer of militia

¹Salisbury Records.

²Hoyt's Old Families of Salisbury and Amesbury.

during the War of 1812, stationed at Portsmouth, N. H., but this has never been proved.

Children, by his wife Hannah:—

36. SARAH (called Sally), b. about 1803, probably at Hampton Falls, N. H.; d. 17 Nov., 1892, at Newburyport, aged 89 yrs.; m. at Ipswich, 27 Oct., 1822, Moses Floyd. Had: Caroline b. Newbury, 16 Apr., 1827; m. Thomas Lambert Nelson, brother of John B. Nelson mentioned below.
37. JACOB, b. at Seabrook, N. H.
38. JOSEPH HARRIS, b. 25 Apr., 1804, perhaps Kensington, N. H.
39. CHARLOTTE, b. 1807, probably at Newburyport; d. unm., 17 Oct., 1892, at Newburyport, aged 85 yrs.
40. GORHAM, b. 1809, at Kensington, N. H.; d. unm. at Newburyport, 17 Apr., 1881, aged 72 yrs.
41. MARY M., d. 29 Aug., 1887; int. at Newbury, 18 Apr., 1840, to William L. Shuff. Had: Ellen Augusta, b. at Newbury, 6 Oct., 1840; m. George Dallas Janvrin, son of Capt. George Janvrin. She d. 16 May, 1869.
42. CLARA M. (called Clarissa), b. at Kensington, N. H., about 1818; d. 14 Mar., 1901, aged 82 yrs.; m. at Newbury, 18 July, 1849 (int. Newburyport, 12 May, 1849), John B. Nelson, aged 30 yrs., son of Samuel and Sarah Nelson of Newburyport. Had: William T. Nelson, now dead.
43. WILLIAM ALFONZO, b. at Kensington, N. H., 1819; d. 8 Mar., 1880, at Newburyport, aged 61 yrs.; m. at Newbury, 19 Dec., 1844 (int. 30 Nov., 1844, at Newburyport), Lucy M. Page of Newburyport. He m., second, Abby Goodwin, and had: Bernice.
44. EMELINE MORRILL, b. at Kensington, N. H., 24 Dec., 1819 (according to her own statement); d. 30 Nov., 1909, in Lexington, at the home of her son. She m. at Newbury, 10 Dec., 1843, Hiram Janvrin, who was b. 16 July, 1820, at Newbury, and d. 12 Jan., 1892, at Newburyport. Had: Hiram Gilmore, b. 5 June, 1845, at Newburyport.
45. LUCY GOFF, b. Nov., 1823 (city clerk of Boston gives Ipswich as place of her birth); d. 23 Oct., 1883, at Charlestown, aged 60 yrs., lacking one month. She m. Benjamin W. Coffin, who d. at Charlestown, 9 Mar., 1886, aged 62 yrs.

38. JOSEPH HARRIS FELCH (or Feltch), born probably in Kensington, N. H., 25 Apr., 1804; died at Newburyport, 25 Sept., 1882 (buried in Oldtown graveyard, Newbury); married, first, 16 Apr., 1834, Mary Haskell,

daughter of John (Caleb, Daniel, Joseph, William) Haskell and his wife Margaret (Thomas) Clouston of Newburyport. Mary Haskell was born 5 July, 1804, at Newburyport, and died there 9 Apr., 1861. He married, second, at Charlestown, 30 Jan., 1866, Leah (Osgood) Folsom, widow and second wife of Levi G. Folsom and daughter of Capt. John S. (Samuel, Reuben, Joseph, William, John, William) Osgood and his wife Leah Prescott of Gilmanton, N. H. She was born 23 Sept., 1816, at Gilford, N. H., and died at Charlestown, Mass., 29 Aug., 1887, aged 70 years. He was a farmer of Newbury and Newburyport.

Children :—

46. JOSEPH HASKELL, b. at Newbury, 20 May, 1837; d. 19 Jan., 1870, in Cummington, aged 32 yrs.; buried in Oldtown graveyard, Newbury, beside his parents. He graduated from Williams College, class of 1863; graduated Union Theological Seminary, New York City, 1866; also graduated from Princeton in 1866; ordained (Congregationalist) June 29, 1867; pastor of the Village Congregational Church, Cummington, Mass., 1867 until his death in 1870.

47. MARY ANNA, b. 10 Sept., 1843, at Newbury.

47. MARY ANNA FELTCH, born at Newbury, 10 Sept., 1843; died at Newburyport, 6 Aug., 1894; married at Newburyport, 6 Sept., 1863, Nathaniel Henry Pettingell, who was born in Newbury, 11 Sept., 1835, and died in South Newmarket, N. H., 12 Nov., 1874. He was the son of Cutting (Josiah, Cutting, Nathaniel, Matthew, Richard) Pettingell and his wife Olive (John) Smith of Newburyport. Both are buried in Oak Hill Cemetery, Newburyport.

Children, born in Newburyport :—

48. AGNES LEAH, b. 17 May, 1866; d. at Newburyport, 27 July, 1880.

49. FRANK HERVEY, b. 2 Jan., 1868.

50. WALTER FELTCH, b. and d. 10 Mar., 1869, at Newburyport.

51. WILLIE FELTCH, b. and d. 25 Sept., 1869, at Newburyport.

52. WALTER JOSEPH, b. 2 Jan., 1871; d. 29 Sept., 1911, at Newburyport.

53. CUTTING, b. 24 Dec., 1872.

The compiler, Frank Hervey Pettingell, of Los Angeles, Cal., is indebted to W. Ferrand Felch, Columbus, Ohio—the original genealogist of the Felch family—for much information contained in this article, especially relating to the first and second generations.

DOCUMENTS RELATING TO MARBLEHEAD,
MASS.

(Continued from Volume LVI, page 80.)

In the House of Representatives, November 12, 1706.

Whereas, July the 13th, 1706, this House upon the Examination of the Province Treasurers Accompts, found severall sums of money drawn out of the Treasury, which were not allowed by this House, and therefore grievous to them thereupon manifested their Desire, that no more of the like nature, should be drawn by the order of his Excellency & Council, without the Consent of said House, amongst which grievances was the maintaining ten men at Salem Fort which this House thought proper for said Town to support, if they Judged it needfull, and others at Marblehead.

This House having now made Inquiry of the Treasurer of what may be our charge, that is needfull, to Print, & emit Bills for Payment of, the charge of those two places are Inserted, which this House have not yet allowed.

Resolved That said sums Demanded for the support of souldiers, Posted at Salem & Marblehead, untill this House have had the charge thereof laid before them, & have Consented unto the Muster Rolls, that may be Brought in, be not allowed by His Excellency and Council at Province Charge.

Thomas Oakes Speaker

Nov. 12, 1706. Brought in and Read in Council

Mass. Archives, vol. 71, p. 271.

To his Excellency Joseph Dudley Esq. Captain General & Governor in Chief in and over her Majesties Province of the Massachusetts Bay in New England, in Council and to the Honorable hous of Representatives in General Court Conveined.

The Petition of Capt. John Calley of Marblehead, Attorney to Nicholas Andrews.

Humbly sheweth

That whereas Nicholas Andrews of Marblehead commenced an action of trespass upon the case against Phillip English at Ipswich in the County of Essex the first Tuesday of March last for divers goods and merchandizes and recovered judgment for said merchandizes &c. as per the Judgement appears. That the said Phillip English appealed from the Inferior Courts Judgment to the Superior Court of Judicature to be holden at Ipswich aforesaid the 2d Tuesday in May and pending the appeale the parties submitted the Controversy to the Arbitrament & award of Capt. Andrew Belcher Esq. & Mr. Samuell Lillie, & gave them time til the tenth of last June to make and deliver the same.

That the parties concerned mett the Arbitrators in order to determine the difference about the 9th of last June when the parties were heard & the Arbitrators desireing further time til the last of June the parties by Consent enlarged the time in their Bonds of Arbitration but thro the defect or designe of the said Phillip English who never afterwards would meet, or his Arbitrator Mr. Lillie for him, the whole matter dropt to the ground, and the said Phillip English knowing the superior Court to be over & that the said Nicholas Andrews could not have the benefitt of the Inferiour Courts Judgment nor any Complaint to assume the Judgment in the Superiour Court for want of the Appellants prosecuting the said Appeal, takes advantage thereof utterly refuseing to satisfy the said Judgment supposing the said Andrews to be now without remedy Your Petitioner as Attorney & in behalfe of the said Andrews prays that he may have the benefitt of the said Judgement that Execucon may be forthwith awarded thereon, or that your Petitioner may be otherwise releived in the premisses as to this Honorable Court shall seem meet & just.

And your Petitioner

John Calley atorney to Nickolos Andrews

In the House of Representatives

Aug. 14, 1706. Read & Committed

15 Aug. Read & In answer to the within Petition Ordered that Mr. Philip English be notified with a copy of the same to give reason if any he have before this Court, next Saturday the 17th instant why said Cawley shall not have the benefit of the Judgement of Court Granted against him the said English at Ipswich the 26th March 1706 by Taking out Execution thereon to the Satisfaction thereof, said English not having prosecuted his Appeal from said Judgement of said Court to the Superior Court, in the month of May last which he appealed unto.

Sent up for Concurrence

Thomas Oakes Speaker.

20 August In Council Read and disagreed and Ordered That the Petitioner be Enabled to Enter his Complaint in the next Superior Court of Judicature to be holden within the County of Essex for affirming the Judgment of the Inferior Court as the Law directs, And the Justices of the Superior Court are Impowered to receive the same and to do therein what to Justice appertaines; notwithstanding the Court appealed to be past. And that the adverse party be served with a Copy of this Order fourteen days before the sitting of the said Superior Court.

Sent down for concurrence.

Isaac Addington Secretary.

20 August 1706. Read 1st & 2d time, & passed.

In the house of Representatives Passed Concurrence.

Thomas Oakes Speaker.

Mass. Archives, vol. 40, p. 869.

To his Excellency Joseph Dudley Esquire Captain general, Governour in chiefe in and over her Majesties Province of the Massachusetts Bay the honoble the Councill and Representatives in generall Court assembled.

The humble Peticon of Phillip English of Salem in the County of Essex Merchant Sheweth

That one Nicholas Andrews of Marblehead Marriner at an Inferiour Court of Comon pleas held at Ipswich for the County of Essex in the Month of March 1706 recov-

ered Judgement in an Accon of Trover against your Petitioner for sundry goods money and Merchandize sued for from which Judgment your Petitioner appealed and Entered into recognizants to prosecute his Appeal with effect and pursuant thereto filed his reasons of Appeal in due time the Court appealed to as by the papers annexed will appeare.

That before the sitting of the superiour Court appealed to Captain Cawley Attorney to said Andrews agreed to submitt the matters in difference to the Arbitracon of Messiers Belcher and Lillie and persuant thereto said Cawley and your Petitioner entered into an Agreement under their hands and filed the same with the Clerke of the said Inferiour Court signifieng thereby that they had agreed to referr said Cause to Arbitracon and that noe advantage should be taken by the Judgement or the recognizance for the Appeal as aforesaid, as by a true copy hereto annexed of the said agreement may alsoe appeare.

That pending the Arbitracon the Superior Court appealed to elapsed, after which noe Award being made the said Captain Cawley as Attorney to said Andrews preferred a Peticon to this honorable Court suggesting [*that?*] as if your Petitioner thro designe had purposely been the occasion there was noe Award made and therefore prayed to have the benefitt of said Judgement and Execucon—forthwith thereupon or to be otherwise releived etc. And thereupon obtained an Order in August 1706 to Enable him to enter his Complaint in the next Superiour Court to be held for the County of Essex (without any notice to your Petitioner to defend himself) and persuant thereto at the next superiour Court held at Salem in November last filed his Complaint which Court continued the same upon advisement untill May last when Judgement was entered up against your Petitioner thereupon, without any further Tryall.

Now forasmuch may it please your Excellency and Honours that by such Judgement your Petitioner is utterly defeated of the benefitt of his said Appeal and thereby

extremely wronged contrary to the intent of the Law haveing performed everything to be by him performed and your petitioner is no wise to Fault or Blame that there was no award made or that the matter did not proceed to Tryall at the Superiour Court on the appeal B[y?] the said Captain Calley in Truth the occasion if not the Contriver of it as the arbitrators in part Certify and shall otherwise be more fully proved by your petitioner

Wherefore your Petitioner most humbly Supplicates this Great and Generall Assembly to give him some Releif in the premises And that . . . At the least your wronged Petitioner may be Enabled at the Next Superiour Court of Judicature Holden in the County of Essex to have his original Appeal Brought forward and the Cause as to the meritts Tryed again By the Court and Jury and that In the Mean time Execution may be stayed on the Judgement which the said Andrews has so wrongfully obtained against your Petitioner.

And Your Petitioner as in Duty Bound

Shall Ever pray

Philip English

In Council 5 June 1707.

Read and Ordered That the Petitioner cause the Adverse party to be served with a Copy of this Peticon and that he have Liberty to be heard at the next Session of this Court; And that Execution be stayd in the mean time.

Isaac Addington Secretary.

Sent down for concurrence.

In the House of Representatives
June 6, 1707. Read and Passed a Concurrence the day of the hearing to be the first friday

John Burrill Speaker.

Mass. Archives, vol. 40, pp. 893-4.

(To be continued)



UPHAM AMONG HIS BOOKS

HISTORICAL COLLECTIONS
OF THE
ESSEX INSTITUTE

VOL. LVI

JULY, 1920

No. 3

WILLIAM PHINEAS UPHAM.

A MEMOIR BY ROBERT S. RANTOUL.

AMONGST the little group of worthies to whose efforts, in the main, the Essex Institute owes its present standing, the name of William Phineas Upham holds a foremost place. He will be remembered as a conspicuous servant, as well, both of the County and of the State, and it is fit that our Historical Collections should record his interesting career.¹

Mr. Upham took his degree at Cambridge in the summer of 1856, and came to reside at Salem, where he had been born, January 19, 1836. The year 1856 marked an epoch in the life of the Institute. Founded eight years before, it had struggled on, sustained mainly by the enthusiasm and diligence of Doctor Wheatland and the contributions of a few of his well-to-do friends, until the Plummer bequest came to hand and at last provided permanent quarters in the new Athenæum Building. The writer recalls the urgency which Upham, who was already enlisted, employed in efforts to secure his help. The Asiatic Block was just finished, and David Roberts, afterwards Mayor, had an office on its third floor, where Upham, in 1856, began the study of the law. Messrs. Phillips and

¹The Massachusetts Historical Society printed, in January, 1910, a memoir of him which preserves most of the needful data for such a record, and this material that Society has courteously placed at our service.

Gillis occupied another office on that floor, in which the writer, on his admission to the bar in 1856, enjoyed the privilege of a desk.

A turn for antiquarian research was in the blood. His father, Charles Wentworth Upham, a Harvard graduate of 1821, was for twenty years pastor of the historic First Church of Salem. Among many civic honors which he enjoyed were a seat in the Massachusetts Constitutional Convention of 1853, the presidency of our State Senate, and a seat in Congress. He had been mayor of Salem. But his bent was for literature and study. He had been the president of Harvard Chapter Alpha of the Phi Beta Kappa Society, and of the older organization, the Institute of 1770, and later a copious contributor to various literary and historical publications. He was a lecturer before the Lowell Institute, and also in behalf of the Board of Education in an effort to commend to public favor the Common-School System. He became an early, constant, and valued promoter of the work of the Essex Institute when that body in its formative years craved every one's support. He was allied, as his middle name suggests, with the distinguished family of Wentworth, and was born at St. John, New Brunswick, of a stock since colonial times identified with Massachusetts. His father, Joshua Upham, a native of Brookfield, was a Harvard graduate of 1763, an attorney-at-law in Boston and New York, and later a Justice of the Supreme Court of New Brunswick, from the organization of that Province. Six generations of New England deacons and Indian-fighters ranged themselves behind him. His chief works were his account, in two volumes, of the witchcraft delusion at Salem, and the three concluding volumes with which he supplemented Octavius Pickering's opening chapters of the life of Timothy Pickering.

The mother of the subject of this memoir was a daughter of Doctor Abiel Holmes, for forty years the venerated pastor of the First Church at Cambridge,—a pioneer in American historical writing. He was a graduate of Yale and an honorary *Artium Magister* and overseer of Harvard. His father had been a provincial captain in the French and Indian War. John Holmes, the great-

grandfather of Doctor Abiel Holmes, had removed from Roxbury to become one of the earliest settlers of Woodstock, in Connecticut, and there Doctor Abiel Holmes, the annalist, was born. He had married, first, a daughter of Ezra Stiles,—an earlier and no less distinguished New England chronicler, diarist, historian, and scholar, “accounted, both at home and abroad, as the most learned and accomplished divine of the day in this country,” and the long-time president of Yale. The second wife of Doctor Abiel Holmes was Sarah, a daughter of Judge Oliver Wendell,—a pre-revolutionary Boston merchant, colonel, executive councillor, and judge of probate,—and she was the mother of his children. Anne Bradstreet, called in Mather’s *Magnalia* “The Tenth Muse,”—the daughter of one colonial governor and the wife of another,—was counted among the ancestry of Doctor Abiel Holmes, as well as of Judge Oliver Wendell, contributing of her gifts and graces to the common stock. Her descendant, Mrs. Upham, was no stranger to the graces of the pen. In 1861 she dedicated to the Salem Drill Club, in which one of her sons was leaving home for the front, a spirited ode, written to “Scots wha hae wi’ Wallace bled!” the refrain of which was “Forward! Every Man!”

So that young Upham came, on either side, of the best New England blood. His middle name, Phineas, which means “first-born,” Mr. Upham derived from a Lieutenant Phineas Upham,—the first Upham born in New England, who perished in 1675, in the Swamp Fight with the Narragansetts. The name recurs through all the generations.

When Mr. Upham was growing up, the family were living on the site of the home from which, in 1692, Bridget Bishop had been dragged forth to suffer death by process of law for her alleged complicity with the powers of evil. Just across the way was the site of the residence of that pastor of the First Church who had denounced and excommunicated the accused, and opened with prayer the witchcraft trials. Mr. Upham’s father, then in the same pulpit, was deeply immersed in examining the occult phenomena of witchcraft, and had already delivered, before the Salem Lyceum, a course of lectures on the

engaging theme, afterwards developed, through two editions, into his standard historical treatment of the terrible delusion. The young son's active fancy was not slow to enlist him in the local researches incident to his father's work. Probably no other scholar ever made himself so thoroughly familiar with the *situs* of the witchcraft frenzy, and the documents relating to it. When the final edition of 1867 reached the press, the critical examination of court records and of real estate titles contributed by the son, and represented throughout the book by plans and maps and topographical statements, had become so salient a feature of the work as to make it felt by his friends that, but for the ties of blood, the generous acknowledgment by the author would have been still more emphatic. An amusing incident, perhaps not wholly out of place even in a paper of this nature, shows the extent to which young Upham had, early in life, become imbued with the atmosphere of the paternal roof. I was sitting by the mother, at a Salem Infantry dance in Hamilton Hall, during my law-school days, and I called her attention to the evident enjoyment which her son was deriving from the scene. "My dear sir," Mrs. Upham replied, "no one can imagine the relief I feel to see William show any interest in a woman who has been born since 1640!" Mr. John Noble confirms this view, in writing of Mr. Upham just after his death. "I knew little," he says, "of his personal life. He never spoke of it, and though we were together all those twenty years, it was only his work on the Records that we talked about,—the doings of two centuries ago."

With such antecedents and with such hereditary leanings, young Upham was fitted for Cambridge in the excellent Salem schools of his day, passed through Harvard with credit, and took his bachelor's degree, in due course, in 1856, with a class which counted in its membership such conspicuous citizens as Charles Francis Adams, Stephen Salisbury, George Dexter Robinson, and Jeremiah Smith. While in college Mr. Upham had taught a district school—a common practice of the time—in Canton for a winter or two. He read law in the Salem offices of David Roberts, a writer on admiralty law, after-

wards mayor of Salem, and of William Gardner Choate, later a judge of the Federal District Court in New York City. Mr. Upham was admitted to the Bar in 1859, and opened offices successively in Danvers and in Salem, devoting himself mainly to practice in the Probate Court. From this time on he was gaining a minute acquaintance with the ancient probate records of Essex County, thus unwittingly fitting himself, before undertaking his labors in the service of the Commonwealth, for the stupendous task of classifying and indexing the vast and ever-growing accumulations which congest our files.

If Mr. Upham was at all times without a stock of reserved strength upon which to draw, he made up for the lack of it by his nervous energy, his cheerful temper and his high spirits. I had an interview with his distinguished uncle, not long before his death. Doctor Holmes told me that he had but recently tested the nephew's physical condition—that it was hopeless, and that he could not give him six months to live. But the nephew was found in his place with the group that gathered at the uncle's grave and outlived him by a dozen years. Says Mr. Noble, who watched with a discerning eye Mr. Upham's waning strength, "Nothing but his inflexible determination and his indomitable courage carried him through, sustained by the unremitting devotion of his wife. . . . Courage and pluck were marked characteristics from boyhood. His companions, from the early days, recall him as a leader and champion among them. His slight frame never excluded him from the ranks of the foremost."

The extinguishment of fires was not, before the Civil War, the purely mechanical process it has now become, but rather partook of the nature of a neighborly, social function, as had been still more the case in the century before 1750, when the whole town, women and all, took a hand at a fire. Afterwards select fire clubs knitted together the best citizenship of the place, and pledged the best efforts of every club-man in behalf of his threatened neighbor. Fire clubs originated with Franklin in Philadelphia in 1737. The Essex Institute has printed a monograph¹ on the early Fire Clubs of Salem,—sixteen of

¹Hist. Coll. Essex Institute, xxxix, 22, 23.

them between 1783 and 1832. In it occurs this significant reference to Mr. Upham. In the disastrous Franklin Building fire of October 21, 1860, the property of Mr. James Emerton, a member of the Naumkeag Fire Club, "was greatly imperilled . . . Mr. Emerton's store was occupied by some of the members of the club until the fire was under control." The secretary of the club (in his official record) remarks: "Extraordinary efforts in the duties belonging to the practiced fireman were made by some of our members. On this occasion the efforts were well timed, judicious and effective. One instance of the cool bravery and energy of a young member, one who finds his Alma Mater in Old Harvard, may be particularized. He was on the roof . . . spreading sails and throwing buckets of water on them, and performing this duty with the same composure with which one would water a flower-garden." This young member was William P. Upham. The secretary, in another allusion to the incident, says, Mr. Upham and I "held the sails down on the roof for hours. It was plain that he was a much bolder fireman than I. It was a cold, drizzling rain storm at the time." This incident in the life of a young man, in the frailest health, a stranger to rough work, is certainly noteworthy, and chimes in well with the grit he showed in later life when he would come toiling up my office stairs and meet my greeting with, "Don't you think I am doing pretty well to keep myself above ground all these years?"

Being advised that practical farming held out some hopes for the invigoration of his health, he secured a modest acreage in West Peabody, where he could live within easy reach of the Registry of Deeds and the Probate Offices at Salem, and at the same time might, Antæus-like, keep in touch with Mother Earth,—might watch his growing crops and scent the new-mown hay, the breath of kine, and the odors of the fresh-turned sod. Later it was felt that a drier, inland air might be more helpful still. It was then that he removed his residence to Newtonville, forming new business relations under Mr. John Noble, the Clerk of the Courts,—a scholar of life-long antiquarian tastes, and of approved judgment in historical research,—at that time much engaged, under the

inspiring auspices of the late Chief Justice Gray, himself an antiquary of no mean pretensions (as witness the learned note appended to volume ix. of Gray's Supreme Court Reports), in bringing to light and properly arranging, transcribing, mounting and indexing the hidden treasures of the court-house vaults.

Mr. Upham's contributions to the volumes of the Essex Institute, dating from 1863, speak for themselves. A mere catalogue of them is all that space will warrant, but the student of our local antiquities will ask no more. Besides these printed contributions, he devoted all his leisure to an endless variety of official work. It was said of his uncle, Doctor Holmes, that through most of his life he followed four laborious professions, either of which would have been burden enough for the common man. He was at once a voluminous writer, a ubiquitous lyceum lecturer, a busy family physician, and a working professor at the Medical School. Upham was doing, outside of his profession, during the first half of his mature years, an amount of exacting work which showed once more, if the demonstration were needed after Carlyle and Whittier, what a heavy load a feeble man can bear. It seemed that whatever no one else was at hand to do, fell to him. During most of these early years the Institute was living from hand to mouth, wholly without funds, and resorting to personal solicitation to meet specific and imperative demands. In May, 1863, Mr. Upham became a member of the publication committee and also the curator of manuscripts, holding the latter position until his death; and for nineteen years he served as librarian.

Mr. Upham's first printed contribution was a memoir of General John Glover of Marblehead, prompted by the interest which his descendant, Benjamin Tyler Reed, a classmate of the elder Upham, felt in his distinguished ancestor, and this interest led to the erection of the statue of Glover which stands near the entrance of Commonwealth Avenue, in Boston. He early enlisted in the enterprise of publishing, in the Institute Bulletin, a critical account of the first houses built in Salem,—a series of four most valuable papers, widely quoted and later reproduced. When Mr. Upham completed his transcription of

the Town Records of Salem, covering the years from 1634 to 1659,—the first ever attempted,—it was at once put in print, as a part of volume ix. of the Institute's Historical Collections, and has been ever since in such demand that the book may generally be recognized on the shelf from its being either newly bound or without whole covers. His numerous communications indicate the trend of his thought and show what an indefatigable worker he was. Among them may be mentioned an account of the dedication of the Rebecca Nourse Monument, the erection of which was due to him;¹ the Beverly First Church Records, carefully copied by him, which appeared in six successive volumes of the Institute Collections; Craft's Journal of the Siege of Louisburg, with notes; Depositions relating to Philip English and the Witchcraft Delusion; a History of Stenography; an Account of the Dwelling Houses of Francis Higginson, Samuel Skelton, Roger Williams, and Hugh Peter; a Letter of Samuel Sewall, with a biographical sketch; Extracts from Letters² written at the time of the occupation of Boston by the British; Papers relating to the Reverend Samuel Skelton; Papers relating to a Suit, in 1664, between John Pickering and the owners of the "New Mill," now the "City Mills," in Salem; the Pedigree of the "Browne Family"; Records of the First Church at Salisbury, 1687-1805; Notes on the Report as to the authenticity of the First Meeting House in Salem.

The estimate in which Mr. Upham was held by the Essex Institute is attested by the Memorial of its Board of Directors, recording "their appreciation of that devoted interest which he constantly displayed toward the Institute," and referring to his long and valuable aid freely given as Librarian to "Doctor Wheatland, in fostering the growth of a collection which has now become one of the largest and most important in the country," and to "his frequent contributions to the Historical Col-

¹He had married, December 1, 1880, Cynthia Bailey Nourse, a lineal descendant of Rebecca Nourse, the witchcraft victim commemorated by Whittier.

The monument stands on the Nourse homestead estate in Danvers.

²Largely Wendell family letters.

lections of the Institute," which "aided materially in placing them among the more important publications of the Learned Societies of the United States," and to "his punctilious exactness, his courtesy, and his cheerful readiness to be of service at all times to the Society and to his associates." A report of his doings as Curator of Manuscripts for forty-one years, which proved to be his last report, is printed in the proceedings of the Annual Meeting of the Institute in May, 1905.

Mr. Upham was a member of the Massachusetts Historical Society, of the Essex Institute, and of the American Library Association, a corresponding member of the Rhode Island Historical Society, and a life member of the American Historical Association. He never cared to extend his membership to other societies, though invited, saying that he could not attend to more. He was an honorary member of the Phi Beta Kappa, Chapter Alpha, of Harvard University.

He was elected a Resident Member of the Massachusetts Historical Society, November 11, 1875, and was a most interested and valued member to the end of his life. His contributions were numerous and important,—sometimes of manuscripts and documents, sometimes of brief notes and references, sometimes of elaborate and exhaustive papers. To recount some of the titles will show their extent and variety; among them were heliotype copies of papers relating to Major Robert Pike; Winthrop's chart of 1630, and his map of eastern Massachusetts; shorthand in Lawrence Hammond's Journal; Governor Leverett's instructions to Captain Daniel Henchman; shorthand in one of Jonathan Danforth's plans; the Suffolk Court Files; manuscripts in custody of the Boston Athenæum; the Canada expedition of 1747; book of copies of Edward Taylor; shorthand of Jonathan Edwards; works in the Library on shorthand; Memoir of John Glen King, and Memoir of Henry Wheatland.

Before approaching what may well be accounted as Mr. Upham's life-work, and which fortunately Mr. Noble, before his illness, was able for the most part to describe in words so well chosen that it only remains for me to make them mine, let me dwell in some detail on Mr. Upham's

labors in the records of Essex County, and on his life-long and very deep interest in the study and practice of shorthand writing. Mr. Upham's interest in stenography and its cognate branches was hereditary. He printed his first paper on the subject in the Essex Institute Historical Collections for 1877, dealing briefly with the history of the art, and outlining a new method of phonetic shorthand devised by himself. Another paper followed in the Proceedings of the Massachusetts Historical Society for 1892, on shorthand in Hammond's Journal; a third, in 1894, on the shorthand of Jonathan Edwards. The series closed with the last communication he laid before that Society, in which, in November, 1902, he reviewed all the works on the subject to be found on its shelves.

It appears that his great-grandmother Holmes used some system of shorthand, that she sat under the preaching of Doctor Dwight, and that she reported his sermons, the first woman-stenographer on record in New England. It appears that Governor Endecott used a shorthand method of his own in his court records, and elsewhere, and that Governor Bradstreet reported the witchcraft trials in shorthand. The Salem town clerk, Ralph Fogg, and the parson of Salem Village, the Reverend Samuel Parris, both used shorthand. It was a rather common accomplishment with people of quality in those days, but each writer seems to have indulged himself in a system of his own.

The Boston Organ of Stenography spoke thus of Upham's work in its sketch of him: "In his death the shorthand profession, and particularly those who are interested in the history and literature of shorthand, have suffered an irreparable loss." And the Federal Bureau of Education, in its report of 1884, names, in its catalogue of recognized systems of shorthand, the work of Upham. Of course all this life-long study of the theory and practice of phonetics, the fruit of which must for the most part perish with him, stood him in good stead when the time came for him to decipher manuscripts of the colonial period which had before his day defied interpretation. When Worthington C. Ford, in 1902, found himself unable to interpret the Cotton manuscript, he turned in his need,

he says, "to Mr. Upham,—to the one man who is so entirely able as to leave no doubt of the correctness of his reading."

Essex is the maritime county of Massachusetts. One hundred miles of the county's outline—about two-thirds of the entire boundary—are washed by tide-water. It has five good harbors, and a score of off-shore islands held by every sort of title. Moreover, the lordly Merrimac skirts its northern frontier for thirty miles, with the incidents of town-landings and rights of ferryage, and ancient mill-rights attaching to it and to its tributary streams. The county, too, has its fair share of the "Great Ponds" of the Commonwealth, with all their closely guarded rights of fishing, ice-cutting, boating, and bathing. In tracing these intricate riparian and littoral rights, many of them relating back to the earliest grants,—rights to clam-fisheries and fresh-water fisheries and tide-mill privileges, and ship-building privileges, with beach-rights to the gathering of kelp and eelgrass, and to the husbanding of the soil of mussel-beds and clam-flats, and rights of water supply, these last vital to the dozen cities and large towns of the county, all often drawn into litigation,—no county affords a more constant field for the antiquary who is also a lawyer. In this field the average practitioner is none too well equipped. And here town and county officers, and, at last, the Commonwealth, found themselves inclined to turn to Mr. Upham.

Mr. Upham's specific services to the county of Essex were threefold. Between 1859 and 1884 he revised the Probate indexes for the two centuries embraced between the years 1638 and 1840, grouping surnames alphabetically in consecutive volumes covering convenient periods of years,—the given names under each surname being arranged alphabetically also,—and introducing a system which took root and has survived. During these twenty-five years he made the first revised index of grantors and grantees in the Essex Registry of Deeds, covering the years from 1820 to 1855. Before this, deeds were indexed in the order in which they were received for record. His system was adopted and ultimately extended through the

earlier and the later years. And before 1869 he completed, for the County Commissioners of Essex, the mounting of sixteen folio volumes of the early Court Files of the county. The extent to which all succeeding practitioners at the bar are laid under obligations by this rare demonstration of patience, energy and skill, is best appreciated by those conveyancers who had occasion to look up Essex County land titles and probate records before 1860.

For the last twenty years of his life Mr. Upham was engaged in the office of the clerk of the Supreme Judicial Court for Suffolk County, in work upon what have been designated as the "Early Court Files,"—a term covering a vast agglomeration of papers which embrace not only the files of the highest courts of the Colony, the Province, and the Commonwealth before 1800, but also papers relating to other courts of the Colony and of the Province, as well as both originals and certified copies of records, documents, and matter of various sorts which had been used in, or come into the possession and custody of, the Court of Assistants and the Superior Court of Judicature. An exhaustive description of them, from the pen of Mr. Noble, with some account of the history of this unique mass, may be found in the publications of the Colonial Society of Massachusetts (III. 317). The manuscripts were in bad condition, scattered about in many places, exposed to depredations of all kinds, and to ultimate loss. Some of them were in almost the last stages of decay. Chief Justice Gray had long been specially interested in them, and anxious that measures should be taken for their rescue and arrangement for convenient reference and use.

Between 1875 and 1880 efforts were made, by the Chief Justice and the State in conjunction, to carry out this purpose, but delays of various kinds occurred, and it was only after Judge Gray was on the bench of the Supreme Court of the United States that the object was attained. October, 1883, an order passed by the board of aldermen of Boston, acting as county commissioners, and approved by the mayor, provided "that the clerk of the Supreme Judicial Court of Suffolk be authorized to arrange con-

veniently for examination and reference the early files in Suffolk County." An appropriation was made, and the clerk was further authorized to "employ such assistance as will be required." An order of the Supreme Judicial Court, through its then Chief Justice Morton, was made, providing that its clerk, "in pursuance and furtherance of the order of the board of aldermen . . . be directed to remove all the court files and papers wheresoever the same may be . . . to such room in the court house as he may be authorized to take for the purpose of carrying out and executing said order; and to take all necessary and appropriate measures therefor." A room in the court house was secured, and the papers brought together from their various places of deposit. Their volume could only be estimated roughly in terms of cubic bulk. A general plan of operations was agreed upon, and a fit person was to be found to take charge of the immediate details of repairing, reducing to order and mounting this heterogeneous mass. Mr. Upham, from his success in dealing with the sixteen volumes of Essex court manuscripts, seemed to be marked out for this work, and his services were secured. In December, 1883, he approached the task with a single expert assistant. His force was gradually increased until it numbered twelve. The papers were first arranged by centuries, then by decades, and finally by their exact dates. Then papers belonging to the same case, or relating to the same subject matter, which had been scattered in many groups, were brought into their normal relation. Many papers were badly mutilated, and the missing fragments, as far as possible, had to be found and put in place. Often they were crumbling to pieces and so frail that the utmost dexterity and delicacy of handling were called for. Some were caked into solid paper bricks, to be separated only by the use of solvents and by patient manipulation. Extreme care and skill were everywhere demanded.

It is a matter of deep regret, Mr. Noble feelingly remarks, that Mr. Upham could not have lived to see the consummation of an undertaking that was, in its way, stupendous. For the service demanded of him qualifica-

tions which are very exceptional,—a patience that never failed, an industry that never flagged, systematic methods and habits never intermitted, high standards of execution, broad and exact knowledge of colonial and provincial history, and a ready familiarity with all that had been written concerning it. His fitness had been recognized by his classmate, Governor Robinson, in naming him on a commission to systematize the State Archives. He entered upon the service with an enthusiasm that would have sustained him to the end had not the time come when shattered health compelled him to pause and finally to stop.

The work upon the collection of "Early Court Files," so called, had gone on without interruption for more than twenty-three years. When finished, the collection will contain—this is Mr. Noble's estimate—over one hundred and twenty-five thousand, possibly two hundred thousand, separate cases or matters, some including but a single paper, some fifty and upward, and a few from one hundred to one hundred and fifty. The whole number of individual papers will exceed a million. When Mr. Noble died, some twelve hundred and fifty large folio volumes were already on the shelves, and probably there will be, in the end, nearly or quite fifteen hundred.

Other work of a like nature was going on during these years in the clerk's office. It was proposed to transcribe, print and distribute the records of the courts held between 1630 and 1692 by the Governor and Assistants, this being the highest judicial tribunal sitting in the colony from the time of the settlement to the date of the provincial charter. Of these records there is extant a single complete volume, bound in vellum,—mostly in Rawson's handwriting, and well preserved,—which covers the dates between 1673 and 1692. This completes the line of records of the highest court from 1673, through the Colony, the Province, and the Commonwealth, to the present day. Scattered records are found in the State Archives and elsewhere, but they are incomplete, and when they have been reprinted they have been unsatisfactorily transcribed. The object was to produce a consecutive, reliable account of the doings of our highest court from the beginning.

In pursuance of this design, the files not only of Suffolk but of Essex and Middlesex as well, and, in fact, of the record offices of the Commonwealth and of the older States of the Union, were ransacked, that nothing might escape notice which could contribute to so rare a consummation. It was found advisable to begin the publication with the volume in the clerk's office covering the period between 1673 and 1692, though this was the latest and not the earliest period to be covered by the research.

This had been a long desired object. The volume was too valuable and too frail to be subjected to ordinary handling, and was in fact a sealed book to all not versed in archaic penmanship. A copy accordingly had been made by an expert some years before. This was placed in the hands of the printer, and at this stage of the work the services of Mr. Upham were secured, to read the proof and to assist in other ways. Much new type was required for special characters, and here Mr. Upham's experience and taste were in requisition. While the printing was going on, material for filling the gaps was collecting. Everything outside Massachusetts in record offices and elsewhere had already been secured. The second volume, to cover the years from 1630 to 1643-44, was begun. Mr. Upham verified the copy by the manuscripts in the State Archives and by the Barlow copy, and it was made an exact reproduction so far as manuscript may be reproduced in print. This had been the aim throughout. Many liberties had been taken in making the reprint in the Massachusetts Colony Records. Every faulty reading and error was now corrected, and absolute accuracy in every point is believed to have been secured in these Records of the Court of Assistants.

Two volumes have been issued, I. in 1901 and II. in 1904. At the time of Mr. Upham's death nearly a fourth of volume III. was in plate and some further pages were in proof.

It was in his work on these volumes that Mr. Upham took especial pride, as it gave full play to his rare qualifications. His knowledge of early colonial history, his antiquarian tastes, and his untiring research were of a unique

value. The merest fragment of a record was suggestive, and there was at once a recognition of what it represented or bore upon, and where something might be found to explain and illustrate it.

"But for his faithful and invaluable services throughout the more than twenty years we worked together," says Mr. Noble in closing, "the perfection of accomplishment which he aimed at, in the details of all this work, would have been impossible. Here was the almost entire occupation of these years of his life, and he regarded the result as his best monument of labor and achievement. For that reason so much space has been given to an account of it, and for the further reason that nothing illustrates better his habits of mind, his methods of work, his skill and knowledge in his chosen field, and in so many ways the leading characteristics of the man."



STEAMER "CARROLL" built in 1862



STEAMER "MERRIMACK" built in 1861

SOME ACCOUNT OF STEAM NAVIGATION IN NEW ENGLAND.

BY FRANCIS B. C. BRADLEE.

(Continued from Volume LVI, page 144.)

During 1882 the Boston papers advertised the screw steamer "Scud" as "running regularly between Boston and Halifax, fare \$7, Heath and Grier agents, 50 Long Wharf."

In 1888 the Canada Atlantic S. S. Co. Ltd. was formed and had the well known steel steamer "Halifax," built by the London and Glasgow Shipbuilding Co. Ltd., of Glasgow, Scotland. She was 1738 tons gross, 250 feet in length, 31 feet beam, and was fitted with a modern triple expansion engine of 390 nominal horse-power. Soon after the advent of the "Halifax," all the steamers plying between Boston and Halifax were "pooled," that is, run under practically the same management to avoid the losses due to needless competition.

The steamship "Olivette," previously mentioned, was, in 1892, transferred from her summer Boston and Bar Harbor route to the Boston and Halifax line. She measured 1611 tons gross, 280 feet long, 35 feet beam, with a triple expansion engine indicating 2500 horse-power. Her owner the late Henry Bradley Plant, who also controlled the railroads in Florida bearing his name, became interested in the Canada Atlantic S. S. Co., and its name was changed to the Canada Atlantic and Plant S. S. Co., although it was commonly called, for short, the Plant line. Mr. Plant also placed his steamer "Florida," an English built screw boat of 1786 tons, on the Halifax and Charlottetown line, running in the summer with the "Olivette," so that during the early nineties the British Provinces were for the first time provided with a really high class service from Boston. At the outbreak of the Spanish-American war,

in 1898, the "Olivette" was chartered by the United States government, and, it is believed, never again returned to Boston.

In 1896 Mr. Plant had a magnificent steel twin screw steamer, "La Grande Duchesse," built by the Newport News Shipbuilding Co.; she measured 5018 tons gross, 380 feet in length, 47 feet beam, 28 feet depth of hold, and had two quadruple expansion engines indicating together 6300 horse-power, which were expected to drive the ship at 20 knots an hour. "La Grande Duchesse" was luxuriously fitted for the accommodation of 700 passengers, and she is believed to have been one of the first liners ever fitted with a complete telephone system connecting every stateroom. It was intended to run her in the winter months between New York and Charleston, S. C., where connections were made with the Plant Railway System, and in the summer she plied from Boston to Halifax and Charlottetown, but her first trip on that route was not made until June, 1899.

Unfortunately this fine steamer was not at first a success from the point of view of speed, due, it is thought, to the abnormal bossing out about her stern in the original construction of the twin screw arrangement. Soon after the death of Mr. Plant, in 1899, "La Grande Duchesse" was sold to the Savannah line and renamed "City of Savannah" II. After several years of service she again changed hands and became the property of the New York and Porto Rico S. S. Co., who called her "Carolina," and in 1914 practically rebuilt the ship at great cost and changed her from a twin to a single screw. She was sunk by a German submarine on June 2, 1918, with the loss of several lives. After the death of Mr. Plant, the control of the Plant line fell into the hands of Mr. A. W. Perry and other Boston investors, who continued the service with the "Halifax" and the "A. W. Perry," a former fruit steamer and a very inferior boat.

To meet the constantly increasing travel the company had built in 1912, by the London and Glasgow Shipbuilding Co. of Glasgow, Scotland, the fine steel twin screw steamer "Evangeline," of 4600 tons gross, 365 feet long, 46 feet beam; the machinery consisting of two four-

cylinder triple expansion engines, indicating 5000 horsepower. The "Evangeline" was by far the finest and fastest craft that had run to the British Provinces since the days of the "Olivette" and "Grand Duchesse"; she had 260 staterooms and accommodated 580 passengers, besides a crew of 95 persons and 1500 tons of freight.

After one successful season came the European war, which demoralized shipping conditions all over the world; the "Evangeline" was placed under the American flag in 1914 and made one trip to Manchester, Eng., for freight purposes; in 1916 she was chartered for one season to carry on a service between New York and Bermuda. She was then laid up at Boston for a long time, and was finally sold to foreign owners in 1917 for more than \$500,000. It is said she is now running between Marseilles and Algiers, with her passenger accommodations completely removed. The "A. W. Perry" was totally wrecked on Sambro Head, at the entrance of Halifax harbor, on June 10, 1915, which left the "Halifax" alone on the line. The service was carried on by her until early in 1917, when she was sold for war purposes and was never heard of after leaving New York for an English port early in 1918.

With the sale of the "Halifax" the Plant line went out of existence, leaving Boston for some time without any direct service to Halifax. Late in 1918, however, the Nova Scotia Steamships Ltd. (controlled by the Federal Line of New York) started a freight line to Halifax, N. S., and St. Johns, N. F., with F. H. Chipman as the Boston manager. The steamers employed were the propellers "Cascapedia," of 500 tons, and "Our Lady of Gaspé," of 1240 tons, 230 feet long; the former foundered at sea in a hurricane in November, 1918. The "Sagamore," a small steamer of only 325 tons, a former yacht, was chartered to take her place. It is expected that a passenger boat will be placed on the line during the summer of 1921, but nothing definite is yet known.

Eighty or more years ago there were regular packet schooners and brigs plying between Boston and St. Johns, Newfoundland, but the first attempt at regular steam communication was in 1858, when a line was projected by Mr. John Orrell Lever, of Manchester, Eng., and

others, to connect the port of Galway with New York and Boston by way of St. Johns, Newfoundland. There being no transatlantic cable then working, the attraction offered by the new company, which called itself the Atlantic Royal Mail Steam Navigation Co., was an undertaking "to carry telegraph messages from the United Kingdom to British North America and the United States in six days via Galway and St. Johns."

Certain influences having been brought to bear on the British government, a contract at the rate of £75,000 per annum was entered into on April 21, 1859, based on this proposal. Already in September, 1858, the steamer "Propeller" had arrived in Boston, on what may be termed a voyage of announcement for the line. The first vessel built by the company, the "Connaught," a large iron paddle wheel steamer of 2800 tons, 360 feet long, did not make her appearance in Boston until August, 1860, but was 22 1-2 hours over the contract time in arriving. Two months later, on her second voyage to Boston the "Connaught" sprang a bad leak on Oct. 7, one hundred and fifty miles from Cape Cod, and was soon in a sinking condition; in addition, a fire broke out on board, and the steamer was presently in the curious predicament of foundering on one hand and burning up on the other. She had over five hundred passengers on board, mostly Irish emigrants, and they were rescued with great difficulty and gallantry by Capt. John Wilson in the New York brigantine "Minna Schiffer."

The Atlantic Royal Mail Co., or Galway line as it was commonly called, built three other steamers similar to the "Connaught"; the "Hibernia," "Columbia," and "Anglia," but only one, the "Columbia," made one trip to Boston in the spring of 1861. The construction of the other two ships was severely criticised by the government inspectors, and they never entered the service at all. Soon after, the enterprise collapsed altogether, and is remembered as one of the most conspicuous failures known in the history of trade. It hurt the purse and reputation of every one connected with it and helped ruin Overend, Gurney & Co., London bankers, to whom the ships were mortgaged.

In November, 1914, the steel screw steamer "Sable Island," of 700 tons, owned by Farquhar and Co. of Halifax, N. S., made one round trip between St. Johns, N. F., and Boston, carrying ten passengers. It had been the intention of her owners to establish a regular service between the two ports, but the results obtained were so disappointing the enterprise was given up. The Boston-Newfoundland Shipping Co. was organized in 1917 by David W. Simpson and other Boston business men. They bought the large new auxiliary three-masted schooner "Aviator," built at Essex, Mass., and she left Boston Jan. 30, 1919, on her first trip, carrying a large cargo, but never reached St. Johns, for she ran ashore at Lawrence on the dangerous Newfoundland coast and became a total wreck. Luckily there was no loss of life.

Except for the traffic in the harbor and to the coast of Maine, Boston merchants were slow to adopt steam vessels, for there were many old established sailing packet lines (barques, brigs and schooners) plying regularly to New York, Albany, Philadelphia, Baltimore, Washington, and ports further south. The packets centered at Mercantile wharf and vicinity; Wednesdays and Saturdays were the usual sailing days, and then Commercial street became almost impassable.

The Boston Advertiser for Jan. 1, 1852, mentions the "steam-propeller 'Ontario' as running regularly between Boston and New York direct, Sprague, Soule and Co., agents." A sister ship, the "Benjamin Franklin," was at the same time plying between Boston and Philadelphia. This is the first mention that can be found of a steam line to either New York or Philadelphia from Boston; the former service did not last long, but the latter line gradually materialized into the well known Boston and Philadelphia S. S. Co.

At the close of the Civil war, in 1865, a few Boston capitalists, James S. Whitney, H. M. Whitney, Peter Butler, James Taft and others, conceived the idea of starting a direct freight line between their city and New York.¹ They were all more or less interested in other

¹The following account of the Metropolitan line is partly from a manuscript History of the Metropolitan S. S. Co., by E. M. Eldredge.

steamship lines, and having at this time several ships that were idle, they used them on the new line. They were the "Ashland," "City of Bath," "Salvor," "Relief," "Jersey Blue," "Miami," "Mary Sanford," "Monticello," and "Fairbanks."

All were propellers except the "Miami," which had been one of the double end side-wheel gunboats used by the government for light draft service on the southern coast during the Civil war. One writer speaks of her saying, "I never could tell whether she was coming or going"; the "Miami" also had very little power in proportion to the size of her hull. Once she was caught in mid-winter in a northerly gale that struck her as she rounded Cape Cod. Every drop of spray froze as it landed on some part of the ship, and as she got further along she began to get logy, thereby reducing her speed, which caused the captain to head for the Plymouth shore to make a lee, and if it had been necessary to proceed much further for an anchorage, the engine would have stopped of its own accord, as the ice that had formed in the paddle boxes had slowed her down to less than half speed.

The "Jersey Blue," one of the very early propellers, built at Newark, N. J., in 1850, measured 368 tons, 133 feet long, and during her service as a transport in the Civil war had nearly foundered at sea in Dec., 1862, while carrying the Salem Light Infantry company to Ship Island, in the gulf of Mexico. The "Ashland," of 843 tons, built at Philadelphia in 1863, was owned by the late Thomas Clyde, who was also interested in the Metropolitan line; the "Mary Sanford" had been used by the Adams Express Co. during the war, and so the whole list might be gone through. Captain George L. Norton, the present editor of the New York Marine Journal, was the pioneer skipper of the line and made the first trip in the "Ashland"; other early commanders were Captains Baker, afterwards on the "Neptune," and Bearse, afterwards on the "Nereus." The New York headquarters of the line were at first at the foot of Catherine street, East River, but were moved shortly afterwards to pier 10, North River, where they remained for nearly fifty years.

At this time there was operating on Long Island Sound a line known as the Neptune S. S. Co., and they had built for them three new wooden propellers, the "Neptune," "Nereus," and "Glaucus." These steamers, together with the "Metis," "Thetis," and "Doris," were run by the Neptune line on the "outside" route between New York and Boston from August, 1865, to December, 1866, when their owners became involved in financial difficulties, with the result that the Metropolitan S. S. Co. purchased the "Neptune," "Nereus" and "Glaucus" for \$300,000. It was found that they had to be considerably strengthened, as originally they had been built for purely "Sound" service. The "Neptune," "Nereus" and "Glaucus" were each 1800 tons gross, 228 feet long, 40 feet beam, having high powered (simple) propeller engines, and could steam at least 13 knots an hour. In addition to extra beam, broad guards were extended over the hull, supported by sponsons, calculated for big cargo space between decks, and unless absolutely necessary no cargo was carried in the hold. In fact, their 'tween decks had the space of a large ground floor warehouse. After the advent of these new steamers, the older ships having outlived their usefulness, soon disappeared.

For a short time, in 1867, an opposition service, called the "Merchants' line," developed between Boston and New York, running the propellers "Equator," Captain Jackson, and "Key West," from Long wharf, Boston, and pier 3, North River, New York. Benner, Brown and Pinckney were the agents at that end of the route, and W. H. Kinsman and Co. in Boston. The Metropolitan line proved so successful that in 1872 they had built by John Roach, at Wilmington, Del., an iron steamer, the well known "General Whitney," of 1848 tons gross, 227 feet long, 40 feet beam, and fitted with a two-cylinder compound engine. She was of greater carrying capacity than the other ships, and was equipped with cotton cribs on the main deck. These prevented the cotton from shifting, or causing fire by the friction of the iron bands.

After many years of successful service, the Morgan line chartered the "General Whitney" during the Spanish-American war to run on their New Orleans line. She

made but a few trips, for while bound north heavily laden with "pig" copper and barrel molasses, she sprang aleak, and soon after foundered off the Florida coast. The crew took to the boats and landed near St. Augustine on April 23, 1899. Unfortunately, while approaching the shore, one of the boats capsized, drowning Capt. Hawthorne and sixteen men.

In the meantime the "H. F. Dimock," in 1884, the "Herman Winter" in 1887, and the "H. M. Whitney" in 1890, had been added to the line; they were modern freighters, built of iron and steel by the Cramp Co. of Philadelphia, and very much alike, each ship measuring about 2600 tons gross, 275 feet long, and 40 feet beam. The "Dimock" and the "Winter" had two cylinder compound engines, but the later boats were fitted with triple expansion machinery. The last addition to the Metropolitan S. S. Co., while under the control of the Whitney family, was the "James S. Whitney," built in 1900 by the Cramp Shipbuilding Co. to replace the "General Whitney"; she is practically a sister ship to the steamers previously mentioned, except that she has tapering steel masts supplanting the heavy wooden ones. July, 1906, saw the passing away of the old wooden boats "Neptune" and "Glaucus"; they had been laid up at Brooklyn for years, and, of course, neglected, so that it was necessary to patch them up before they were towed to Boston on their last voyage.

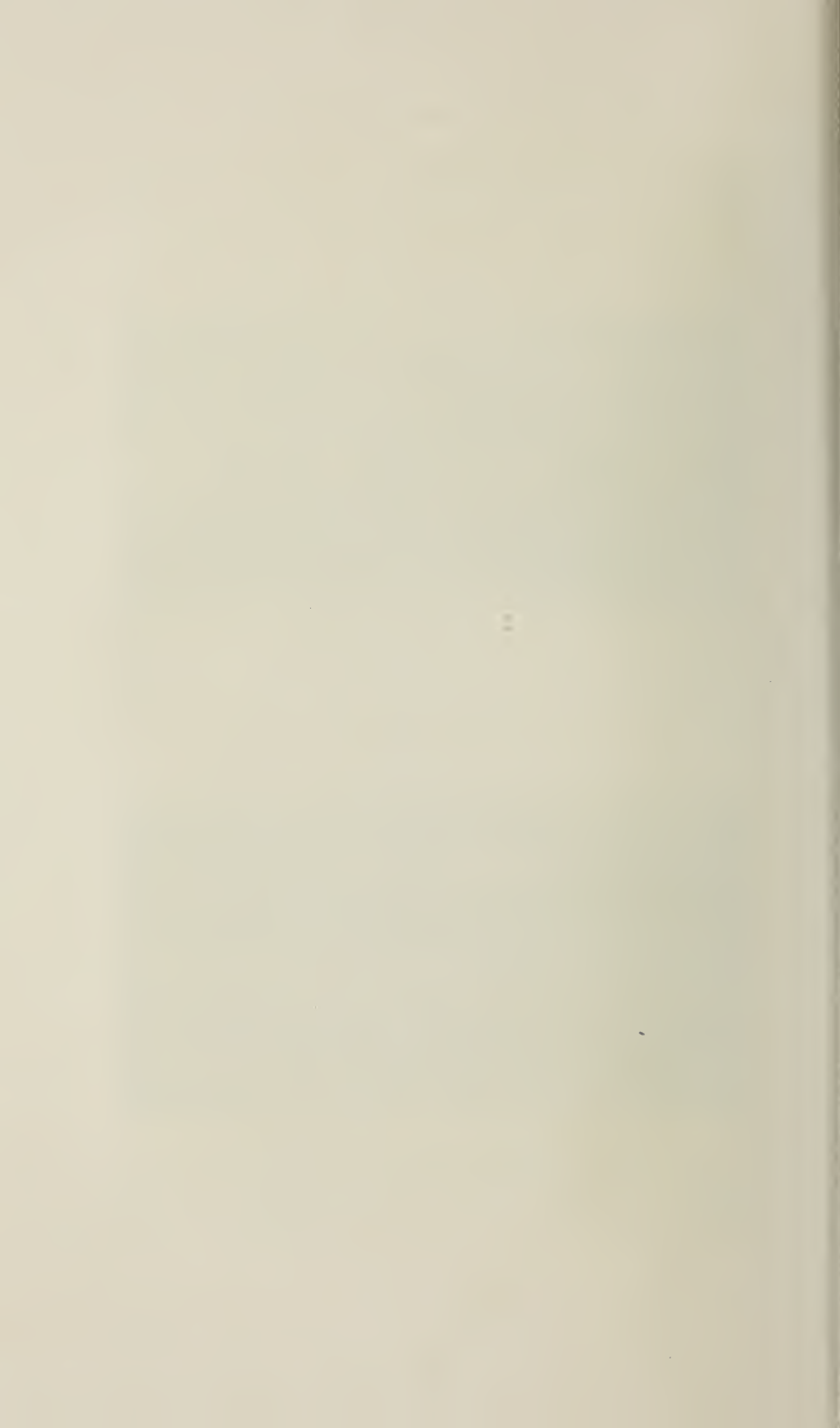
In 1900 the Joy line, which had previously confined itself to running steamers between various ports on Long Island Sound and New York, started a competing line between that place and Boston via the "outside" route, twice weekly from each end, and carrying passengers at \$3.00 each. The steamer principally employed in the short time the enterprise lasted was the "Old Dominion," an iron side-wheeler of 2000 tons that had run for many years previously on the Old Dominion line between New York and Richmond, Va. Henry M. Whitney and others controlling the Metropolitan S. S. Co. sold out their interests in 1906 for about \$3,000,000 to Charles W. Morse, and it is said that in later years Mr. Whitney remarked



STEAMERS "GENERAL WHITNEY" built in 1873, and "NEPTUNE" built in 1864
From a painting owned by E. M. Eldredge



STEAMBOAT "CHOCORUA," Lake Winnepesaukee, built in 1852
and originally called the "Dover"



that "this had been the greatest mistake he had ever made in his life."

Owing to this change of ownership, the Metropolitan line was joined to the other Morse companies known as the "Consolidated Steamship Lines," which lasted until about 1909, when, owing to financial troubles, the control of the Metropolitan passed to other hands, and finally rested in the New York, New Haven and Hartford R. R. Co. Before this was accomplished, however, and while the Metropolitan line was still in the hands of the Morse interests, the New York and New Haven R. R. competed with it, by putting on, for freight purposes only, three large steel twin screw, turbine steamers, each of 4000 tons and 375 feet long, the "Massachusetts," "Bunker Hill," and "Old Colony," running as the "Merchants Line," beginning in September, 1908. These three ships were built by the Cramp Co. of Philadelphia, who afterwards rebuilt them for the passenger service; as freighters they carried immense cargoes, but were costly boats to run, as they were very fast and so hard on fuel.

While the Metropolitan S. S. Co. was under the Morse rule, an offshoot known as the Metropolitan S. S. Co. of New Jersey was formed, and they had built, in 1906, by the W. and A. Fletcher Co. of New York, the well known steel, twin screw, turbine, oil-burning steamships "Yale" and "Harvard," for passenger service on the New York and Boston "outside" line. Each steamer measured 3700 tons gross, 376 feet long, 61 feet beam, the engines indicating about 10,000 horse-power; they were extremely fast, making 23 knots when pushed. Leaving either end of the line at 5 P. M., they arrived at their destination at 8 the following morning, distance about 330 miles. At this time the Cape Cod canal had not been finished, and the "Harvard" and "Yale's" course lay around the "Cape" and over the dangerous, narrow and intricate Nantucket shoals and Vineyard Sound; they also usually went around the east end of Long Island when the tide was against them in Long Island Sound. In the autumn of 1910 the "Harvard" and "Yale" were chartered, for \$360,000 a year, to the Pacific Alaska Navigation Co.,

who took them to the Pacific coast and operated them between San Francisco and San Diego.

During the war both steamers were commandeered by the government and used as transports in the English channel service between Southampton and France. It is said that the "Yale" made a record in having carried 140,000 American soldiers without accident or mishap.

The Maine Steamship Co., a subsidiary line of the New York and New Haven R. R., had the former freighters "Massachusetts," "Bunker Hill" and "Old Colony" rebuilt as passenger steamers, and during the season of 1911 operated them, unfortunately with numerous accidents, between New York, Boston and Portland. Early in 1912, when the Eastern Steamship Corporation (also controlled by the New York and New Haven R. R.) was organized, these ships were acquired by them and extensively remodelled by the Cramp Co. at Philadelphia. Some seventy staterooms, hurricane deck café, and many other comforts were added to each ship to meet the demands of the growing passenger service. The "Bunker Hill" and "Massachusetts" were at this time converted into oil-burners, but the "Old Colony," the only triple screw ship, remained a coal user.

After the opening of the Cape Cod canal, these steamers used it regularly, as it avoided many of the dangers attending navigation around Cape Cod, besides reducing the distance between Boston and New York to 260 miles. Until the war the "Massachusetts" and "Bunker Hill" ran regularly each summer on their route, but in November, 1917, they were bought by the government, rebuilt, renamed "Shawmut" and "Aroostook," and used most successfully as mine layers. The Boston-New York passenger service was in 1918 and is at present carried on by the "Belfast," "Camden," and "Northland," of the Eastern Steamship Lines Inc. fleet, but its future remains in doubt, as it is said the "Shawmut" and "Aroostook" will be permanently retained by the Navy. During the war the Metropolitan line freighters "James S. Whitney" and "H. M. Whitney" were sold to syndicates for a large price, said to be \$400,000 apiece, to engage in foreign trade. The "H. F. Dimock" and the "Herman Winter"

were also disposed of and are now successfully engaged in the banana trade between Mobile and Bocas del Toro.

The exact date of the first towboat in Boston harbor cannot now be surely determined. Nearly all the early passenger steamboats were used to tow ships when the occasion demanded, as can be seen in the old advertisements. The Boston Advertiser for September 20, 1843, contains the following notice: "Steam Tow Boat 'Relief,' Capt. Allen Bangs, Jr., is in complete readiness for towing vessels in Boston harbor, etc. Baker, Kelley and Co., 39 Commercial St." The same paper for June 23, 1846, announces for sale the "steamer 'Danin,' built by Samuel Hall at East Boston in 1842, 132 tons, used as a tow and excursion boat."

In 1846, Otis Tufts of Boston built for the Boston Board of Marine Underwriters the celebrated iron towboat "R. B. Forbes." She measured 320 tons, and was the first iron hull ever built in Boston; the machinery consisted of a pair of condensing engines, each 36 inches by 32 inches stroke and driving Ericsson twin screws. Undoubtedly the "R. B. Forbes" was one of the first ocean-going towboats in the country, for it is known that she frequently towed ships from Boston to New York and also to eastern ports. Nevertheless she was not a financial success, and changed ownership several times before she was finally sold to the government during the Civil war, and eventually wrecked on the coast of North Carolina, Feb. 25, 1862. During the fifties the "Relief," "Huron" and "Gilpin" were well known towboats in Boston harbor; these steamers averaged 100 tons each.

The following is a correct list of Boston towboats and their owners in 1868, as copied from the Boston Advertiser: Steamers "Charles Pearson," Relief Steamboat Co., Owner; "Fremont," "Wm. Sprague," "Dispatch," "Day Spring," "American Eagle," "Clover," Thomas Winsor, Owner; "Charles River," H. Davis, Owner; "Uncle Sam," "Ida Miller," "Transport," Daniel Baker, Owner; "James Barton," "S. J. Macy," Baker and Howes, Owners; "Ellen," "Joseph Boss," "Ann," "Henry Hoover," Davis and Sprague, Owners.

The old Boston Tow Boat Co. was incorporated in 1872; it was purchased by interests controlling the New England Fuel and Transportation Co. in the autumn of 1910. They continued the business under the old name until July, 1917, when it was absorbed by the present operating company and the name changed as above.

A bit of history, not generally known, is the fact that Lake Champlain was the second body of water in the world to be navigated by a vessel propelled by steam. Fulton's "Clermont" plied on the Hudson in 1807. In 1808 John and James Winans, who had been employed as shipbuilders on the Hudson, came to Lake Champlain¹ and built the steamboat "Vermont" at the foot of King street, Burlington, Vt., where the Champlain Transportation Company's wharf now is. It is said that she was launched sidewise into the sand, and remained there some time, and then, by the use of spirit, both plentiful and ardent, was finally transferred to her future element. This steamboat, the "Vermont," ran between Whitehall and St. Johns until 1815. Her service was so irregular that she only made the round trip through the lake about once a week. She continued with more or less success, financially, until in October, 1815, when the connecting rod of her engine became detached from the crank, and before the engineer could stop the machinery, it plunged through the bottom of the boat. The result was, she sank a wreck in the Richelieu river, near Isle au Noix.

The construction of another steamboat was begun at Vergennes, Vt., in 1814, and that boat, which Commodore Macdonough, U. S. N., seized, was converted into a sloop, and she fought in the battle of Plattsburg as the "Ticonderoga." It was that name which was decided upon for the latest passenger steamboat built by the Champlain Transportation Company, and from this fact the name was selected. In 1815 the "Phoenix" was built at Vergennes, Vt., by Capt. Jahaziel Sherman, who was the great grandfather of the late Vice President of the United States, James S. Sherman. He had come to

¹These particulars of steam navigation on Lake Champlain are derived from an address by D. A. Loomis before the Lake Champlain Association, New York, Dec. 12, 1912.

Vergennes for the purpose of appraising the ship Commodore Macdonough had seized and to see that the nearly bankrupt steamboat company received just treatment. The "Phoenix" received the engine taken from the "Perseverance," which was built to compete with the boats operated by Fulton and Livingston on the Hudson River. Fulton and Livingston had received a charter from the State of New York giving them the exclusive right to operate their steamboats on all the waters of that State. The "Perseverance" was put on in opposition to their line, and was enjoined; her engine, of about 40 horse-power, was sold and brought to Vergennes and installed in the "Phoenix." The speed of the "Phoenix" was about six miles an hour, her engine being not quite as large as those in a modern house boat. In September, 1819, the "Phoenix" was burned near Colchester Point, about twelve miles north of Burlington, six lives were sacrificed, and the vessel was a total loss. She was commanded by Capt. Richard W. Sherman, son of Capt. Jahaziel Sherman; he was the last person to leave his ship, and saved his life by floating to shore on a table leaf.

A third boat was the "Champlain," built at Vergennes, Vt., in 1818, by the Shermans, and had the engine that was in the first "Vermont." An old advertisement which is in the office of the Lake Champlain Steamboat Company states that the price of passage through the lake will be ten dollars. One dollar was charged for every fifteen miles of travel, and as no one could be put on shore, or received on board, however short the distance, for less than a dollar, a practice prevailed of paying to boatmen and innkeepers a shilling for every passenger that they delivered to the boats. The "Congress" was the fourth boat, built at Vergennes, Vt., in 1818, and ran for sixteen years and was condemned in 1835. In 1820 a second "Phoenix" was built at Vergennes, Vt., and ran for sixteen years, and was condemned in 1837; it was in 1820, also, that the shipyards were changed from Vergennes to Shelburne Harbor, and the latter place has been used as a shipyard for the construction and repair of steamboats from that period down to the present time;

it is believed to be the oldest steamboat shipyard in this country, or in the world.

A sixth steamer on the lake, the "General Greene," was built at Shelburne Harbor, Vt., in 1825, and ran until 1833, when she was converted into a sloop; in 1825, also, the operations of the Champlain Transportation Company began, and there is in the office of the company the record of every directors' meeting that has been held from then down to the present time. In 1825 Dan Lyon was appointed captain of the "General Greene," at the munificent salary of twenty-five dollars a month, and by vote of the directors he was restricted to a crew of six people. The boat was about one hundred and twenty feet long. Under present laws the Government would prescribe the number of persons sufficient for a boat of that size. The "General Greene" ran as a ferry between Burlington and Plattsburg, and the company did not find it to their advantage to board their crew, so they arranged with Capt. Lyon to board the crew for them at one dollar sixty-seven and one-half cents per week, he finding everything. They offered the assignment of barkeeper to a certain citizen of Burlington at a salary of ten dollars a month. After the first year it was found that the bar did not pay, so the company sold the privilege to Capt. Dan Lyon for \$100 a year, and he conducted the bar after that. He had a little monopoly all his own, boarding the crew, operating the bar, collecting the fares, and running the steamboat.

The "Franklin" was built at St. Albans Bay, Vt., in 1827, and condemned in 1838. She was commanded one season by Capt. Jahaziel Sherman, who was succeeded by his son Richard W. Sherman. An innovation introduced on the "Franklin" was an upper deck and a ladies' cabin. The "Washington" was built at Essex, N. Y., in 1827, and continued in service sixteen years. She was built for an opposition line, but the company had a way in those days of buying up every year or two all their competitors, and the result was that for a good many years they bought a steamboat nearly every year. In 1828, the "Macdonough" was built at St. Albans Bay, Vt., and operated between St. Albans Bay and Platts-

burg. After running for thirteen years, she was wrecked in 1841. The "Winooski" was constructed at Burlington, Vt., in 1832, and remained in active service until she was condemned in 1850.

Captain Jahaziel Sherman had a difference with the Board of Directors of the Champlain Transportation Company, and had the steamboat "Water Witch" built at Fort Cassin, near the mouth of Otter Creek, in 1832, and intended to run her in opposition to the regular line, but the records of the Lake Champlain Steamboat Company show that a year or two afterwards Capt. Sherman became a director of the company and that he brought the "Water Witch" with him. The "Burlington," the twelfth steamboat, was built at Shelburne Harbor in 1837, and ran on the line until 1854, when she was condemned. A distinguished passenger travelled on her in 1842, no less a personage than Charles Dickens, the famous author, and in his American notes Mr. Dickens says: "There is a boat on Lake Champlain which I praise most highly, but no higher than she deserves, when I say she is superior to any other in the world. He then goes on to speak of his trip from St. Johns to Whitehall, his stop at Burlington and other points on the lake; this statement can be easily verified and elaborated upon by referring to Dickens' American notes.

In 1838, Peter Comstocks built the steamer "Whitehall" at Whitehall, N. Y. Mr. Comstocks had created opposition every year or two, and the records show that he was bought out three times. One of the last efforts was when he constructed at Whitehall, N. Y., in 1846, the steamboat "Francis Saltus." At that time the Lake Champlain Company thought they had bought out Mr. Comstocks' boats long enough, and they put the "Saranac" on to run in opposition to the "Francis Saltus," and the fare was reduced between Whitehall and St. Johns to the ridiculous price of twenty-five cents. The Champlain Transportation Company worsted their competitor because they had two other boats, so that when the "Francis Saltus" left Whitehall, the "Saranac" took her departure also, and when she left St. Johns, the "Saranac" did likewise; the other two boats were run on the night line, and

they continued to maintain the fare between Whitehall and St. Johns at \$4.50, and this enabled them to compete very successfully with Mr. Comstocks, until they bought his boat at a low figure; and that was the last opposition of consequence on Lake Champlain.

At about this time Richard W. Sherman was captain of the "Burlington," and from what can be learned the whole Sherman family belonged to the aristocracy of those days. While "Dandy Dick," as Captain Sherman was called, had a host of friends and acquaintances, he seems also to have incurred the enmity of certain persons, judging by the following song written about him; it was set to music, and enjoyed quite a local popularity, and is worth reproducing:—

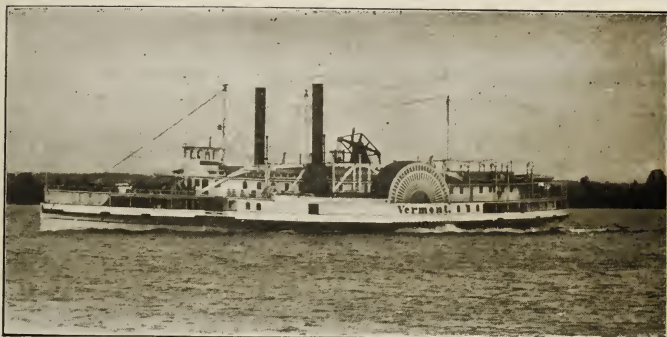
" Dick Sherman is so very slick
The fops all swarm around him thick
As humbugs 'round a pot of honey,
So Dick's cologne brings him the money.
Ha, ha, ha, that's the fun
For Dandy Dick of the Burlington.

Oh! Dicky is a gallant lad,
He makes the ladies very glad,
He smiles and flirts with a great parade,
And then makes love to the cabin maid.
Ha, ha, ha, that's the fun
For Dandy Dick of the Burlington.

His decks are scrubbed with so much care
That cowhide boots can't come it there.
If you cannot make your money rattle,
You must go forward with the cattle.
Ha, ha, ha, that's the fun
For Dandy Dick of the Burlington.

The Saltus and the Montreal
Will drive him from the lake next fall.
Ha, ha, ha! that's the fun
For Dandy Dick of the Burlington."

(The "Saltus" and the "Montreal" were other steamers on Lake Champlain at that time.)



STEAMBOAT "VERMONT" (second) built in 1871, Lake Champlain



STEAMBOAT 'FRANCIS SALTUS' built in 1844, Lake Champlain

The steamboat "Francis Saltus," finished at Whitehall, N. Y., in the year 1844, was of the following dimensions: 185 feet long, 26 feet beam, 8 3-4 feet depth of hold, 473 tons burthen, cost \$50,000, speed 14 1-2 miles per hour, engine 160 horse-power. She ran on Lake Champlain fifteen years, and was condemned in 1859. From the records it appears that the hull of the "Montreal" was laid down at Whitehall, N. Y., for Peter Comstocks and others in 1845; completion was dragged along, and in 1847 the hull was sold to the Champlain Transportation Co. and removed to Shelburne Harbor, where it was finished and launched in 1855 and named the "Montreal." The "Saranac" was placed on the line in 1842, the "James R. Hacker" in 1846, as a package freight boat and for towing purposes, carrying no passengers; then came the "United States," built at Shelburne Harbor, Vt., in 1847. She was the first steamer fitted with staterooms on the upper deck.

Other vessels were the "Boston," built at Shelburne Harbor, Vt., in 1851; the "American," built at Whitehall, N. Y., in 1851; the "Canada," built at Whitehall, N. Y., in 1853; the "Adirondack," built at Shelburne Harbor, Vt., in 1867; the "Oakes Ames," built at Hark's Bay, near Burlington, Vt., in 1868, and the Vermont II in 1871. The "Oakes Ames," built by the Rutland & Burlington Railroad, was used as a car ferry between Burlington and Plattsburg. She ran for several years with only moderate success, was purchased in 1873 by the Champlain Transportation Company, and converted into a passenger and freight steamer, renamed the "Champlain," and operated on a through line until 1875, when she was wrecked near Westport and was a total loss. The pilot ran her so far ashore that the people picked up their luggage and stepped off. A curious and pathetic incident occurred in connection with that wreck. The pilot of the vessel was John Eldridge, and after the accident he packed his belongings, stepped off on shore, and none of his old associates knew what had become of him or ever saw him again. Some twenty years after that, about 1895, Capt. George Rushlow, then general manager of the company, received a letter from him, written at some town in Mich-

igan, stating that he was in reduced circumstances, an inmate of the county house there, and asking him if they could send him a little money. The company sent him \$50 on that occasion.

At present (1918) the fleet of the Champlain Transportation Co. consists of the side-wheel steamboats "Vermont" III (1903), "Ticonderoga" (1906), and "Chateaugay" (1888); all have steel hulls with wooden superstructures. The first named is the largest; she is 1195 tons gross, 251 1-2 feet long, 34 1-2 feet beam, 10 1-2 feet depth of hold, and has a powerful vertical beam engine. Her captain, E. B. Rockwell, is believed to be the oldest steamboat official in active service in the country (1920), for he is ninety years old, although to the ordinary person he seems like a man in the sixties.

The first steamboat on Lake George was the "James Caldwell." She was built sometime between 1816 and 1820, the exact date cannot now be determined. A second boat was the "Mountaineer," built about 1824; then came the "William Caldwell" in 1838; the "John Jay" in 1850, and this steamer was burned, with the loss of six lives, on July 29, 1856, near Hague. She was replaced in 1857 by the well known "Minnehaha." She was very successful and had no accidents. In 1877 she was sold to the late Cyrus Butler of New York, who converted her into a floating summer house in the bay on the north side of Black Mountain Point.

The steamers now running on Lake George are the "Horicon," side-wheel, beam engine, hull built in 1911, 230 feet long, 59 feet beam, 1400 tons gross, passenger capacity 1700 persons; the "Sagamore," side-wheel, beam engine, hull built in 1903, 223 feet long, 57 feet beam, 1400 tons gross, passenger capacity 1500 persons. There is also the "Mohican," a twin screw propeller, built in 1908, 115 feet long, 26 1-2 feet beam, 500 tons gross, passenger capacity 500 persons.

Steam navigation on Lake Winnepesaukee¹ began in the year 1833, when the steamer "Belknap" was launched by Stephen Lyford and Ichabod Bartlett of Lake Village.

¹These particulars of steam navigation on Lake Winnepesaukee are derived from an unpublished account by Edward Blackstone.

She was a rough looking affair, about ninety feet long, and rather wider than the average boat of that length. She was a side-wheel boat, and the engine was geared to the shaft, as were all lake boats of the early type. Many obstacles were encountered in getting the boat into the lake proper, for the weirs channel of today was then but a shallow, violent stream. Hogsheads and barrels were used to lighten her draught, and large stones were rolled aside in order to pass her through. The first captain of the "Belknap" was James Jewett of Alton Bay, and Perkins Drake, for many years stage driver between Centre Harbor and Laconia, was the first pilot. For four years the "Belknap" was run between Centre Harbor and Alton Bay, and was finally wrecked on Steamboat Island, from which event the island takes its name. The wreck occurred in the early spring, while the boat was engaged in towing a raft of logs from Centre Harbor to Alton Bay. Through a misunderstanding of the signals by the engineer, she was run ashore in the heavy wind and filled with water. After several futile attempts to raise her, the machinery was removed, and she was left to her fate. On a clear day the remains of the frame may still be seen on the bar near the island.

For years after this the horseboat was the only means of transportation on the lake. Finally Langdon Thyng, an enterprising boatman, conceived the idea of applying steam to one of his horseboats. He obtained the little engine, known to the boys as the "Cork Leg" or "Widow Dustin," which had been used to haul gravel trains during the construction of the railroad, and placed it in his boat. It was a peculiar looking craft, scow-shaped, and would run about five miles an hour. It was known as the "Jenny Lind," and the "Swedish Nightingale" surely had a strange looking namesake in this floating combination of locomotive and horseboat.

In the year 1848 the Winnepesaukee Steamboat Company was formed, which, in the same year, built the "Lady of the Lake." She was 135 feet long, 29 feet beam, and commanded by Captain William Walker of Lake Village, and she plied between the Weirs, Long Island and Centre Harbor. Soon after, this steamer fell

into the hands of the Boston, Concord and Montreal Railroad, and in 1882 was taken from the water and underwent an entire overhauling. After Captain Walker, she was commanded by Eleazer Bickford of Meredith, who was succeeded by Winborn Sanborn, Stephen Cole, and J. S. Wadleigh, respectively, of Laconia. In 1894 she was dismantled and sunk in about forty feet of water in Glendale cove. After the "Lady of the Lake," the "Dover" made its appearance, in 1852. She was run for a few years, then the hull was cut open and lengthened twenty feet, and renamed the "Chocorua." After these alterations she measured 400 tons, 170 feet long, and 32 feet beam. The "Long Island," owned by Perley R. and George K. Brown of Long Island, next made its appearance. She had a carrying capacity of one hundred passengers. After fifteen years of service, she was dismantled.

The following year the "Red Hill" was built by the Red Hill Steamboat Company of Lee's Mills,—a rough looking craft, practically a scow in shape. She was never run, for while steaming up for the trial trip the boiler exploded; the machinery was removed and sent to China. Next, the "Naugatuck" was built at Lake Village by Charles Brown. The same year the "Dollie Dutton" was built at Wolfeboro and the "Seneca" at Melvin Village. The latter was owned by Uriah Hall, and was later wrecked on the "Goose Egg," a dangerous rock on the Moultonborough shore, after which event Mr. Hall built the "Ossipee." About the same year the "James Bell" was built by Wentworth and Swett of Centre Harbor, who sold her, some years later, to the Boston, Concord and Montreal Railroad. For a long time she was the favorite boat for picnic parties and moonlight excursions. After many years of service, this steamer was dismantled and her deck houses were bought and scattered around the country as cheap summer residences. Following the "James Bell" came the "Winnepesaukee," built by the Lamprey Brothers. She was a flat-bottomed scow, with a portable saw-mill engine for power. The engine was geared to the shaft and turned side-wheels. A little later the "Mayflower," practically a counterpart of the "Winnepesaukee," was built, and soon after came the intro-

duction of small steam yachts, such as the "Pinafore," the "Nellie," the "Bristol," etc., the "Nellie" being the first screw-propelled boat to be placed on the lake.

In 1872 the "Mount Washington" was built at Alton Bay for the Boston and Maine Railroad, at a cost of \$75,000. She is one hundred and eighty feet in length over all, and has a beam of forty feet. The boiler is fifteen feet long, and capable of developing seven hundred horse-power. The "Mount Washington" has a speed of sixteen miles per hour, and is licensed to carry one thousand persons. Her first captain was Augustus Wiggin of Wolfboro. He was succeeded in 1896 by Harry L. Wentworth, who committed suicide in 1908. Her present commander, Captain H. A. Blackstone, then took charge. Three years after the appearance of the latter steamer, the "Maid of the Isles," a screw-propelled boat, with hurricane, promenade and main decks, was built at Wolfboro by Dearborn Haley. She was of good model and fitted with a one hundred and twenty horse-power engine, but she was run only two seasons, and subsequently lay moored in the bay at Wolfeboro, where her cable chain wore a hole in her hull below the water line, and she sank. In 1888 she was purchased by Herbert A. Blackstone, who raised and entirely rebuilt her. A three hundred and fifty horse-power engine was installed, and she became one of the leading passenger boats on the lake. In 1899 the "Maid of the Isles" was sold to Captain Hudson of Lakeport, who in turn sold her to the Drew Machine Company of Manchester. Through poor management she became a wreck and was dismantled. The hull was towed to Centre Harbor, where it burned.

The same year the latter steamer was built, the "Mineola" was placed on the lake by Messrs. Brown and Robie of Lake Village. She was a trim little yacht, built at Newburg, N. Y. In 1911 she was condemned and the machinery placed in another hull. In 1881 the "Belle of the Wave" was built by Herbert A. Blackstone for Arthur Lamprey of Long Island. Three years later Mr. Blackstone built the "Eagle" at Lakeport for Brown and Wentworth. She changed hands several times, and was finally sold to Capt. Hudson. In 1902 she burned at the

further side of Long Island. About the same time the "Lamprey" and the "Cyclone" were built for Robert and Arthur Lamprey, by Captain Blackstone. The "Lamprey" was run a few years and then burned. The "Cyclone" was finally sold to Capt. Hudson, who in turn sold her to Charles Dow of Meredith, in whose possession she was when burned in 1905. Following the "Cyclone," the "Carrol" was brought from New York, where she had been a canal boat, and was purchased by Dr. J. A. Greene. Dr. Greene renamed her the "Roxmont," and ran her for several seasons. She was then hauled out of the water at the Roxmont Poultry Farm on Moultonborough Neck, where she remained until 1902, when she was rebuilt and sold to the Winnepesaukee Lake Transportation Company. She was renamed "Belle of the Isles" and ran until 1917, when she was considered unsafe and taken from the water. She is now on the ways at Lakeport.

In 1905 the "Governor Endicott" was built at Lakeport by Mr. Cottrell of Laconia. She is owned by the Winnepesaukee Lake Transportation Company, and runs between Lakeport and Melvin Village. The "Governor" is one hundred feet in length, and is at present the second largest boat on the lake, the "Mt. Washington" being the largest. There are at present many hundreds of power-boats on Lake Winnepesaukee, by far the greater part of them gasoline launches. The gasoline engine has almost superseded the steam engine as a motive power, for, although not quite as reliable, it is much more convenient. The time is not far distant when the steamboat will be a thing of the past, but like the passing of all things good and great, it will be laid away in memory's storehouse.

Four years before any Federal statute was enacted to provide for the regulation and government of steam vessels, the State of Louisiana, in 1834, passed a law for the inspection of steamers entering or plying on the waters of that commonwealth. The law established the office of state engineer, whose duty it was to examine once in every three months the strength of the boilers of the steamboats within the jurisdiction of the State, and to test

them by hydrostatic pressure to three times the pressure of steam they were supposed to carry.

In case of accident, if the steamer did not possess the proper certificate, neither captain, owner or agent could recover any claim for freight, and the captain was subject to a fine of not less than \$500 or more than \$2000, and to imprisonment for not less than three months or more than three years. If lives were lost, the captain was to be adjudged guilty of manslaughter. The same penalties were provided in case of any accident in navigation; for overloading, racing, carrying higher steam than the certificate allowed, or any accident that might occur while the captain, pilot or engineer was engaged in gambling or attending to any game of chance or hazard.

This purely local enactment was followed by the Act of Congress passed July 7, 1838, "to provide for the better security of the lives of passengers on board of vessels propelled in whole, or in part, by steam." The steamboat inspectors were appointed by the district judges of the United States courts in the several districts, and were paid the sum of five dollars by the owner of the vessel for each inspection. Both the state and federal measures were passed largely owing to the feeling then aroused by the numerous explosions of steamboat boilers, and attendant disasters therefrom, particularly on the western and southern river boats.

The federal inspection law was carried out with extreme laxity, the examinations of the vessels being almost in the nature of a farce. Some idea of the methods then in vogue may be gained by quoting part of the testimony of one of the U. S. inspectors before the jury of inquest called to determine the cause of the loss of the steamboat "Lexington" by fire on the night of Jan. 13, 1840, in Long Island Sound, whereby over 140 persons lost their lives:—

"John Clark called. I live at 83 Essex street, New York City. I am a machinist by trade. I am one of the U. S. steamboat inspectors. I was acquainted with the 'Lexington.' I inspected, with Captain Bunker, the 'Lexington' on the 1st of October last, 1839. Our practice in inspecting a boat is to go on board and look round, examine into the age and condition of the boat, etc. Our

certificates relate to the soundness of the boilers, engine and hull of the boat. With regard to the steering apparatus, I don't consider we have anything to do with it. . . . *We have never condemned a boat or stopped its running.* We have restricted boats to the use of a certain amount of steam. . . . After looking around and giving our certificate, we receive our fees, on the occasion of inspecting a boat." . . .

"We examined the steamer 'William Young,' and found she was not a safe or seaworthy vessel, but we gave a certificate that she was a suitable boat to run on the route. The steamer 'Providence,' running to Newport, has not been inspected during the past year. We have not been called on to inspect her. We always wait for the owners to call first upon us." . . .

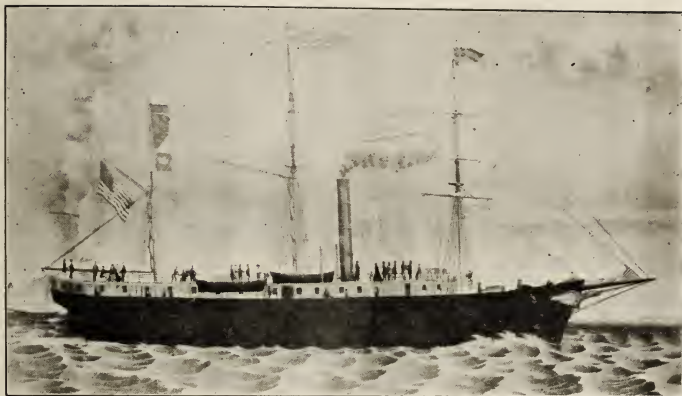
"Question by a juror (to Mr. Clark): When you inspect a boat you look at the wood and do nothing else? Answer: Yes, we take our fees. Question: How do you examine the hull of a vessel? Answer: Why, I examine it with my eyes; I go and inquire the boat's age; I examine the hull and look at the engine. *How much do you suppose I am to do for five dollars?"*

Part of the opinion and verdict delivered by the jury was as follows:

"It is the opinion of this jury that the present inspectors of steamboats, either from ignorance or neglect, have suffered the steamboat 'Lexington' to navigate the Sound at the imminent risk of the lives and property of the passengers, giving a certificate stating a full compliance with the laws of the United States, while in our opinion such was not the case."

In spite of this severe verdict, however, the steamboat inspection law continued to be enforced in a very lax manner, or, rather, not enforced at all. Races between opposing craft were frequent occurrences, and steam was carried beyond all reasonable limits in boilers not calculated to bear it. The marine fraternity and the travelling public had not yet been educated to the higher criticism of inspection, and any restriction placed on steamboat officers would have been considered an infringement of their rights as American citizens.

Finally, however, disasters occurred so often and with



STEAMER "SIR JOHN HARVEY" built in 1852



STEAMBOAT "CITY OF PORTLAND"

Built in 1860 as the New England, Rebuilt and renamed in 1872.

such distressing loss of life that public opinion became thoroughly aroused, which resulted in a practically new steamboat inspection law passed by Congress on August 30, 1852. The new measure was radically different from the old, and, quite naturally, far stricter. For the first time it was made compulsory for marine steam boilers to be tested by the inspectors; all captains, pilots and engineers of steam vessels were to have government licenses; the use of colored running lights at night (as at present) was first instituted, and each passenger steamer was to be equipped with a certain number of small boats and life-saving apparatus based on the vessel's carrying capacity and the waters she navigated.

As may be imagined, the passage of the new inspection law had been bitterly opposed by steam shipping interests, particularly in the south and west, but the decreasing number of accidents and explosions soon proved its usefulness, especially as the measure was enforced more strictly than the old one had been. The New York Illustrated News for January 29, 1853, referring to the then new inspection law, said: "The new steamboat law meets with but little favor (in the west). Its usefulness and practicability is very much doubted; it is a humbug, a bundle of absurdities—complicated, contradictory, and impracticable. This is the current feeling on the subject. No party can be benefitted by the bill but the manufacturers of Francis' life boat."

In 1857, after the loss of the steamer "Central America," which foundered in a storm on her way from Havana to New York, carrying down 423 persons, there arose renewed agitation to compel steamship owners to furnish their craft with more small boats. The outcry and talk in the press very closely resembled that which followed the loss of the "Titanic" in 1912.

A favorite trick in early days among some shipowners was that if their steamer did not have the required number of small boats to pass the law, others would be borrowed for the inspection and returned after the "guests" had left the vessel.

As the years went by, the steamboat inspection laws have been amended until the present highly developed system has resulted.

DOCUMENTS RELATING TO MARBLEHEAD,
MASS.

(Continued from Vol. LVI, page 160.)

Copy of Writ, 8 Mar. 1705/6, Andrews vs English, trespass, returnable Common Pleas &c., in June 1705, Andrews was possessed of goods and money which got into English's hands who converted them to his own use &c, including

1 tawse of molasses, 68 gallons
2 kilderkins of sugar 495 pounds
1 barrel of rum 45 gallons
1 kilderkin of lime juice 25 gallons
1 kilderkin of Angelico water 32 gallons
sails &c of a 60 tun Sloop

15 pounds in Barbados money, 17 penny half penny weight each peice of Eight, total value £78. Defendant pleads not guilty. Served.

Mass. Archives, vol. 40, pp. 904-5.

Copy Court Record, Inferior Court, held at Ipswich, Mar. 26, 1706, jury returns verdict for Andrews with costs. English appeals to next Superior Court.

Mass. Archives, vol. 40, p. 895.

Copy, Reasons of Appeal, filed Apr. 29, 1706, by Paul Dudley, Attorney for English, general denial, much of said goods never received, as by manifest, rest held for charges, &c.

Mass. Archives, vol. 40, pp. 896-7.

Copy of agreement signed by English and Calley in presence of Margaret Sewall Junior, to submit same to arbitration.

Mass. Archives, vol. 40, p. 891.

Copy of Complaint Nov. 1706, of Capt. Calley to Superior Court, asking affirmation of Inferior Court's verdict, pursuant to action of Generall Court.

Mass. Archives, vol. 40, p. 900.

Copy of letter, 11 Jan. 1706/7, Andrew Belcher to Mr. Andrews, referring to copies made at joint cost and asking return to Mr. English of 3 evidences made at his cost and sent Andrews by mistake.

Mass. Archives, vol. 40, p. 902.

Copy of Testimony, 10 Feb. 1706/7, of Samuel Lillie, arbitrator, as to extension of time on bond, action deferred till expiration of same on account of Belcher's public and private affairs, and Calley's refusal to further extend time.

Mass. Archives, vol. 40, p. 903.

Copy of testimony of And. Belcher, 21 Feb. 1706/7, partially confirming above, and reason of dropping was Calley's absence in public service and English being out of Town.

Mass. Archives, vol. 40, p. 902.

Copy of Superior Court Record, May 20, 1707, Ipswich, affirmation of Inferior Court's action, Mar. 26, 1706, pursuant to petition of Capt. Calley, November last, continued to this Session.

Mass. Archives, vol. 40, p. 906.

Captain Stuckley
Sir

I received his Excellency the Governours orders with the Inclosed and was Immediately to send an Express with the same, which accordingly comes by the sloop May Flower Michael Coombes Pilot and master of said Sloop, I Imprest both sloop & men, and they to be discharged upon delivery of the Letter directed to your self, they are upon a Fishing Voyage and thought it better to send them, then a vessell on purpose to Returne, You haveing

many Vessels to send upon occasion. I begg & desire of you to discharge the Sloop & men upon delivery of the Letter and you will much oblige

Your Humble servantt at Comand

Edward Brattle

Marblehead, May 27th, 1707.

[Backed] On Her Majestys Service

To Captain Charles Stuckley

Comander of Her Majestys Ship

Deptford.

At Port Royal or parts Adjacent.

Mass. Archives, vol. 63, p. 87.

In the House of Representatives, June 10th, 1707.

Whereas this House the 12th of November last, Passed & sent up the Resolve following vizt. Resolved That the sums demanded for the support of souldiers Posted at Salem & Marblehead be not allowed by his Excellency & Councill, until this House have had the charge thereof laid before them, & consented unto the Muster Rols that may be brought in.

Which Consent has not been given, but since that time we find in the Treasurer's accompts allowance has been made contrary to the said Resolve.

Ordered That his Excellency and Councill be Prayed to Reconsider said Resolve That their acting contrary thereunto is a Grievance to this House And that Remedy be made by an Addition of the sum of one hundred forty one Pounds seven shillings & one peny to the Tax of the Town of Salem & of forty six Pounds nine shillings & seven pence to the Tax of the Town of Marblehead in the Tax to be levyed this session, the said sums having been drawn out of the Treasury for their Forts, since the said time. And that no such further allowance be made for support of said Forts, untill this Generall Assembly have Granted the same, In that we conceive such sums Drawn out of the Treasury cannot be reckoned among incident & contingent Charges.

John Burrill Speaker.

In Council 10th June, 1707. Read.

Mass. Archives, vol. 71, p. 349.

To his Excellency Joseph Dudley Esquire, Captain Generall & Governour in Chief in & over her Majesties Province of the Massachusetts Bay & New hampshire in New England & the Honourable the Council & Representatives in General Court assembled at Boston.

The Peticon of William Wood of Marblehead in the County of Essex Innholder.

Humbly Sheweth

That Whereas Robert Bartlet of Marblehead aforesaid shoreman June the 16th 1707 brought an Action or Plea of the Case upon an Act of this Province for Settling Bounds before a Justice of the Peace For Your Petitioners not perambulating & settling of Bounds with him the said Bartlet according to said Bartlet's pretended previous notification as in & by the Originall Writ more at large is alledged To which your Petitioner among other things Pleaded That he had within two years by severall months run & settled the Bounds with Mr. Erasmus James his then next neighbouring Proprietor of the Land on that side which said Bartlet by his said Writs pretends to, which the Justice over ruling gave Sentance or Judgment for Bartlet the then Plaintiff from which your Petitioner Appealed to the next Inferiour Court where your Petitioner among other Pleas insisted upon his aforesaid Plea of his running & setting Bounds as aforesaid with Erasmus James his next neighbouring proprietor & legal possessor of the said land said Bartlet now pretends to as aforesaid, & that within two years as aforesaid And then & there gave in full Evidences of said Erasmus James's being in quiet & legall Actuell possession of the said Land next adjoyning to your Petitioner on that side as above expressed And produced & put into Court the Act or Order of the Generall Court Confirming said Erasmus James's said possession (which was by vertue of an Execucon) to be good against said Bartlett's Suit & continued molestations during the time of said James's possession by vertue of his said Execution.

Yet never the less the Cause being admitted to a Jury they brought and persisted in their verdict against your Petitioner Whereupon the justices of the said Inferior Court who were members of the Honourable Councill &

that Generall Court & being Conscious to their Act or Order Confirming said Erasmus James's possession as aforesaid during the time of the said Execution declared they could not be of Opinion with that Jury and Granted your Petitioner's Motion in Stay of Judgement for their farther Consideracon & Advise ment upon the Premises.

Wherefore your Petitioner Prayes Your Excellency & Honourable Generall Court to take the premises into your prudent & just Consideracon & render the said Act or Order of the said General Court for confirming said Erasmus James's possession as aforesaid during the validity of his said Execution as good & beneficial for your Petitioner against this Bartletts litigious & vexatious suit And also that you would give such explanacon of that Paragraph of the Law (for Proprietors Settling bounds in two years space), that your Petitioner may be at peace & rest & not obliged (as he humbly conceives he is not by that Law) to be runing & settling his bounds every month and with anybody or in less than 2 years as the said Robert Bartlett would have it, & Also that the said Jury's Verdict may be Quasht & made null And your Petitioner shall ever pray &c.

William Wood.

In the House of Representatives Aug. 15, 1707. Read & sent up

In the House of Representatives Nov. 21, 1707. Read & sent up.

[Endorsed] Petition of Wm. Wood.

Aug. 14, 1707. 10/ received with it.

Mass. Archives, vol. 113, p. 421.

Plains Farm Case, summary, rearranged.

Copy, summons, 16 July 1706, Wm. Woods, inholder, Marblehead, vs. Robert Bartlet, same, shoreman, trespass on land of Woods abutting on land late in controversy between Erasmus James and said Bartlett, in entering, mowing &c of English hay, returnable before Stephen Sewall J. P. Salem &c. Defendant, General denial, return by Obadiah Bredges Constable of Marblehead July 23, 1706.

Mass. Archives, vol. 40, p. 921.

Copy of Court Record, May 16, 1707, before Sewall, as above, Bartlett vs Wood, neglect of perambulation as by writ June 6, 1707(?), for Bartlet 10s and costs. Wood appeals to Inferior, sureties Erasmus James and James Dennis.

Mass. Archives, vol. 40, p. 922.

Copy, Court Record Inferior Salem June 24, 1707, Jury find for Bartlet in confirmation with costs. Judgement stayed until next Court at Newbury. Newbury, Sept. 30, 1707, further continued, pending action by Generall Court.

Mass. Archives, vol. 40, p. 923.

Copy, Court Record, Inferior, Salem, Nov. 25, 1707, further continued as above.

Mass. Archives, vol. 40, p. 925.

Petition Feb. 26, 1708, Bartlett, as above, since which Woods has deceased, no remedy but Generall Court &c.

Mass. Archives, vol. 40, p. 920.

Copy, Court Record, Inferior, Ipswich, Mar. 30, 1708, Justices not agreeing . . . equally divided . . . no judgement.

Mass. Archives, vol. 40, p. 924.

Petition, Oct. 20, 1708, Bartlett to Gov., Council and House, in Generall Court, &c. Obtained judgement before Mr. Justice Sewall, confirmed at Inferior Court, 24 June 1707, unable to obtain judgement in six Courts since, asks that Judges may be ordered to enter Judgement.

Mass. Archives, vol. 40, p. 926.

This may Certify That Thomas Pousland served as Gunner of Her Majesties fort at Marblehead by vertue of His Excellency the Governour's warrant from the 2d day of April 1707 to the 2d day of April 1708

Edward Brattle Captain

[Backed] Certificate for Tho. Pousland Gunner at Marblehead Fort.

Mass. Archives, vol. 71, p. 469.

Essex ss. To mr. Joshua Orne Constable of Lyn you are Required In her Majesties Name to Gard and Con-

duct the French Prisoners that the Leftenant of the Fal-mouth put on shore in Marblehead from Marblehead to Winnesimitt and there deliver them to the Sheriff of Suffolk ; provided there be no Cruelty used to said French Prisoners and the abovesaid persons by Vertue of his Excellencies warrant are Required in her Majesties name to Gard & Conduct said Prisoners as Abovesaid Salem 29th November 1708

William Gedney Sheriff

November 29, 1708. Constable of Lyn with four men to assist him in conducting the above prisoners to Boston with foive horses to help them along 0—16—0
Expended 0—02—0

Joseph Jacobs Constable in Lyn.

Mass. Archives, vol. 71, p. 478.

In the House of Representatives February 9th 1709 Resolved That the Sum of Thirty shillings be allowed & paid out of the Publick Treasury to Joseph Jacobs for the Accompt on the other side & that annexed.

Sent up for Concurrence.

John Clark Speaker

February 10th 1709. In Council

Read and Concurred Isaac Addington Secretary.

Mass. Archives, vol. 71, p. 480.

Essex ss. To the Constables of Lynn in the County of Essex Greeting

These are in her Majesties Name to require you, or some one of you, to receive three french prissoners, and forthwith to transmit them to Boston to his Excellency. Capt. Cyperan Southwark having sent them to me by his Excellency order. Hereof fail not. dated at Marblehead the 16th of Aprill 1709

John Legg Justis pecis

Aprill 16, 1709 Lyn Constable & one man with him & two horses one day to Carry the above prisoners to Boston, 0—8—0

Expended on the prisoners & ferridge 0—4—0

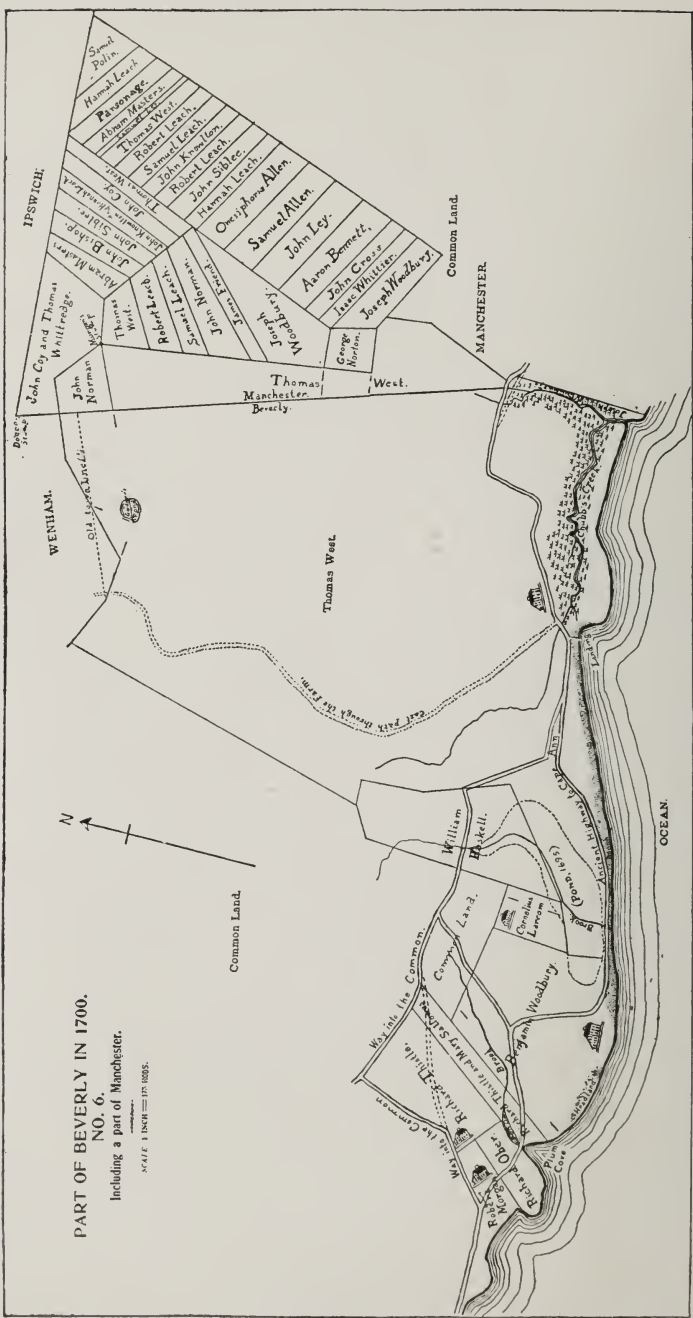
Joseph Jacobs Constable in Lyn.

Mass. Archives, vol. 71, p. 479.

(To be continued)

NO. 6.
Including a part of Manchester.

SCALE 1 INCH = 175 FEET.



BEVERLY IN 1700. NO. 6.

BY SIDNEY PERLEY.

THIS portion of Beverly is known as Beverly Farms. The region covered is three miles in length, southwesterly and northeasterly, and one and one-half miles in width, northwesterly and southeasterly.

In the spring of 1717, a slight attempt was made to have this section of Beverly set off to Manchester. At a town meeting in Manchester, June 3, 1717, it was "voted to chues A man to send to the Jennerel Cort with the men of the farm of Capten wests of beverly with A petesion in order to get them of from beverly," and "Cap. John Knolton is Chosen to go with such Jantel men of Capten wests farm as they shall Apint to go to the Jenneral Cort with A petesion for thare geting of from beverly to us at Manchester And Allso to Rays our formmer petesion if he thinks it best." Several attempts were made a generation ago to have this section of Beverly incorporated as a separate town to be known as Beverly Farms.

A part of Manchester is included in this article and plan.

The tidal water off this portion of the shore was called the sea very early.

The beach was called ye Long beach as early as 1684, and has been known as West beach ever since that time.

Plum cove was so called as early as 1673, and the small pond near it was known as Plum Cove pond.

The easterly side of Chubb's creek was called Chubb's point in 1699; and the creek was called Chubb's creek at the same time. The source of its northern branch was early called Lily Pond brook. The brook was also called Gate brook about 1700, probably because there was a gate in the way at the town line.

The large pond that once existed in the rear of West beach was called Blackleach's pond as early as 1671, and Great pond in 1684. It broke into the ocean in 1696, and ran away.

Rattlesnake point was so called as early as 1702.

Hooppole hill was so called in 1713.

Round plain was so called in 1723.

Woods Egypt was known by that name as early as 1760.

Raccoon swamp was so called as early as 1779.

Malt hill was known by that name in 1856.

In 1700, there was but one highway in this locality in general use. It was practically the present Hale street. The original road was laid out from Salem to Jeffry's Creek (Manchester) in 1646. It followed the seashore as nearly as it was physically possible. At the Manchester town line, it was diverted up the Lily Pond brook, in what has lately been called Bow street, but it was straightened at this place many years ago and located where it now runs. At West beach, it ran along the high-water line, between the pond and the beach. It ran around Paine's or Allen's promontory as best it could, and at Plum cove it passed over the brook between the pond and cove. The original way was defined by a committee of Beverly and Manchester March 10, 1695-6, as follows:—

Whereas complaint hath of late been made especially by sum of y^e inhabitants of Manchester yt y^e highway or country road within y^e township of Beverly betwen Manchester & Beverly Meeting house hath cow lots lye in sum places stopt & bard to y^e prejudice of Travelers & y^e sd highways in sum parts of it having gon sum times in one place & sum times in another & it being unsertain to both towns which is right y^e sd towns viz: Beverly & Manchester have for y^e removal of such impediments at present & preventing of such incumbrances for y^e future Apointed a committee from each town to set & apoint wheare sd highway shall goe as they shall judge most convenient for both as by their respective records may appear beverlys bearing date y^e 18th Sept 1695 and Manchester y^e 20th of September 1695. Wee under named being y^e Major part of y^e comitte apointed for sd servise being mett together on y^e place on y^e 23^d of Sept. 1695 have settled as followeth viz. from manchester to farmer west his house & by sd house & thence westward to y^e estward end of y^e pond as ye way now goeth & to be in breadth two pole & from thence to be 4 pole wide from high watter mark upward untill it comes to Benjamin Woodberys upland & from thence through sd Woodberyes orchard & through his cornefeild & soe to a black oack A little to y^e westward of sd benjamin woodberyes

Dwelling house & to be 2 pole wide & from thence over y^e hill as y^e way now goes & soe along sd way untill it shall come unto A marked white pine & soe to A white oak stump marked on 3 sides & thence to a small white pine marked on 3 sides & thence to a walnut marked on 3 sides & from thence to A black oak marked on 3 sides & from thence westward to A Rock & thence to A pichpine marked as before & soe over plumb cove pond & thence to y^e point of Rocks northeast of Richard Overs pasture next plumb cove & soe into y^e road y^t now is sd highway to be southerly from all y^e forementioned bounds & to be 2 pole wide & from thence to beverly meeting house as y^e way now goes & to be 2 pols wide & it is Agreed upon by & between y^e comitteee undernamed & Richard thissill in consideration of y^e highways going over plumb cove pond sd richard thissell is to Alow all y^e Land y^e sd highway goeth over or taketh away of his

This is a true copy of y^e originall as attest

by me		THOMAS TEWXBERRY <i>Clari:</i>
JOHN DODGE	WILL RAYMONT	JOHN SIBLEE
ANDREW ELLIOTT	PAULE THORNDIK	ROBERT LEACH
		SAMUELL ALLEN SEN ¹

The sand bank gave way, probably under pressure of the spring freshet, in 1696, and the pond ran into the sea.

In the succeeding October, the towns held meetings to consider as to what should be done about the way.

At a town meeting leaguely warmed and mett together in manchester on the 19th Day of October 1696 Whearas the country highway which was lately Laid out within the presinks of the town of beaverly on the beach namely wests beach being now brocken up by reason of the pond breacking into the sea which makes that part of the way very hazardable and Dificult for travillers and it being signified to us by the sd town of beverly their redines to consider and Doe that which may be best and most secure and convenient for travillers by renewing or Laying out a way—it may be found as sich gentelmen of beverly and manchester that are chosen and impowered by each town respectively them or the major part of them Doo Agree and in order—we the said town of manchester have at this metin chosen and fully Impowered lieft. John Siblee robert leech Samuell allin sinor Joseph wodbery John ley Jams pitman they or the mager part of them to joyn with sich gentlemen of beverly as are alike chosen and Impowered by sd beverly to doo the work above sd.²

The committees appointed by the towns of Beverly and Manchester proceeded to lay out a new highway, and reported as follows:—

We whose names are underwritten being committies chosen by each of our towns viz. beverly & manchester to lay out a contry highway in sd town of beverly towards manchester in such a place and places whare by reason of a breach or eruption at y^e Beach between Mr beniamin woodberys & Mr Thomas Wests such a contry

¹Manchester Town Records, volume 1, page 65.

²Manchester Town Records, volume I, page 75.

road or highway as is needful and wanted we Doe agree & for a final Ishewe & conclution about the aforesd matter Doe determine that the contry road or highway from Mr. Thomas West aforesd toward beverly shall begin at the west end of sd wests cassway whare the way was formerly laid ont & so from thence by a 3 raild fence on the rigt hand and so neer straight til you com to the next hill in sd wests field & from thence between sd Wests old field & his middle field to a vally leading down to his meddow allmost at the head of the pond & over sd meddow to the sd wests Land on the norwest side of sd meddow & from thence over the hill on sd wests Land till you come to the common on the north of cornelius larcoms Land & from thence over sd common Land southwesterly till you come to sd benjamin woodberys most southerly bars that let out into the common Land aforesd & from sd bars into & through sd woodberys pasture Land southwesterly tell you come to the old highway at a white pine tree marked on 2 sides sd pine tree standing on the south side of sd way In witness whereof & for the full confirmation of all & singular the premises abovsd we the sd committies have heir- unto interchangably set our hands this 29th day of March 1697

beverly
Committey { ANDREW ELIOTT
PAUL THORNDIK
WILLIAM RAYMOND
SAMUELL CORNING

Manchesters
Committey { JOHN SIBLEE
ROBERT LEACH
SAMUELL ALLIN senior
JOHN LEY¹

At a League Towne meeting of the Inhabitants of y^e Towne of Beuerly on the 29th day of march 1697 . . . it was voated that where as by y^e breaking out of the pond into the sea at y^e long Beach between our Towne and manchester Commonly known by the name of ffarmer wests Beach the which ocaions the laying out of a new way from plumb Coue to farmer wests land the which doth Require Extraordinary Charge for the making of sd way It is there fore voated as aboue sd that the Towne shall make sd way in Eaquall proportion and y^e four surveyors are to warne such to work for the making of sd way as belong to their squadrons in Eaquall propo tion according to the number of men in Each part.²

The present Hale street between Mingo beach and Pride's Crossing was laid out by a jury of the Court of General Sessions Aug. 29, 1702.

The eastern end of West street was a causeway three hundred and sixty-three feet in length. John West or his son Capt. Thomas West had contracted to keep it in repair; and, Jan. 21, 1750, Robert Haskell, Benjamin Woodbury, Mary Woodbury, widow of Capt. Robert Woodbury, deceased, Mary West alias Martin and Henry Herrick, jr., guardian of the heirs of Thomas West, all of Beverly,

¹Manchester Town Records, volume I, page 54.

²Town Records of Beverly.

agreed to divide the causeway into seven parts, which each respectively was to keep in repair. Robert Haskell was assigned five rods of its southwesterly end, "beginning at ye southernmost large stone of said Casway;" Benjamin Woodbury the next one and three-fourths rods; Mary Woodbury the next one and three-fourths rods; Mary West alias Martin the next two and one-half rods (which extends one-half a rod northerly of ye sluice of ye north bridge), being two parts; and Henry Herrick, guardian of the male heirs of Thomas West, deceased, two parts, eleven rods of the northerly end of the causeway.¹

At Plum cove, the original highway was called "the ould Country Rhod" in 1716; that lane that goes to Benjamin Smith's dwelling house in 1756; and the way to Plum cove so called in 1762. The present road was called the country highway in 1723; the country highway that leads to Manchester in 1730; the public road that leads from Essex bridge to Manchester in 1796; the highway leading towards Gloucester from the South meeting house in Beverly in 1825; and Hale street as early as 1840.

Thistle street was laid out and recorded at the meeting of the selectmen of Beverly March 18, 1678-9, it being recorded as follows:—

a Cartway begininge at the Cuntry Road that comes from manchester and soe northeast through the Land of Capt Dixie and the land of Richard Thistle and soe into the Common which way is to be two pole wide

Hale and Hart streets, from the eastern junction of Hale and West streets to the Wenham line, was a private way of Capt. Thomas West from his landing place (where the Corporation bath house is located) to the northern portion of his farm. It was petitioned for by inhabitants of Ipswich, Manchester and Wenham, "from the Country Road or Highway that leads from Beverly to Manchester near to Thomas West's Dwelling House to the Highway that Wenham hath laid out and well Repaired that leadeth towards Manchester over the Easterly part of the township of Wenham," as a highway in December, 1734. It was called Hart street in 1844.

¹Essex Registry of Deeds, book 97, leaf 169.

West street was so called in 1845.

Grove street was so called in 1854; and "Central now Grove street" in 1873.

High street was so called in 1857.

Beach street was so called in 1864.

Oak street was so called in 1866.

Hull's lane was so called in 1869.

Haskell street was so called in 1871.

Valley street was so called in 1871.

Juniper street was so called in 1873.

Hemlock street was so called in 1877.

Greenwood avenue was so called in 1884.

Robert Morgan House. The town of Salem early granted to Jeffry Eastie twenty acres of land, and ten acres more to be added to it Jan. 21, 1638-9, the whole constituting this lot of thirty acres. For thirty shillings, he conveyed it to William Dixie Oct. 6, 1651;¹ and William Dixey of Beverly conveyed it to Samuel Morgan of Marblehead June 20, 1681.² Sergeant Morgan's son Robert Morgan probably built a house upon this lot about 1692, and lived in it. Sergeant Morgan died late in 1698, having devised this lot to his son Robert, who already lived upon it. The house was standing in 1703; and was doubtless occupied by him for many years. He died July 16, 1762, at the age of ninety-three.

Richard Ober Lot. This lot of land was granted by the town of Salem to Richard Lambert Jan. 21, 1639-40. It was later owned by Mr. Thorndike, who sold it to Rice Edwards, who resigned it up to the town of Salem. Later, Nicholas Woodbery of Beverly, yeoman, became its owner; and, for love, conveyed it to his daughter Abigail, wife of Richard Ober, Feb. 18, 1676-7.³

Richard Thistle of Beverly, mariner, for fifty shillings, conveyed to Mr. Ober, then of Beverly, mariner, the northwesterly corner of it, containing one hundred rods, Sept. 28, 1687.⁴

Mr. Ober owned the whole lot in 1700.

¹Essex Registry of Deeds, book 1, leaf 11.

²Essex Registry of Deeds, book 8, leaf 137.

³Essex Registry of Deeds, book 19, leaf 147.

⁴Essex Registry of Deeds, book 22, leaf 270.

Richard Thistle House. This lot of land originally belonged to Jeffry Thistle, who came from Abbotsbury, Dorsetshire, England, and died in the spring of 1676. The lot belonged to his eldest son Richard Thistle in 1673; and there was a house upon it in 1678, which then belonged to Richard Thistle. The house was there in 1703, also. Mr. Thistle became a husbandman; and conveyed the house and homestead lands to his son Richard Thistle of Beverly, husbandman, Aug. 4, 1707. Mr. Thistle, the father, died Oct. 18, 1715; and his widow Elizabeth Thistle released her interest in the estate, for seventy pounds, to her son Richard Thistle Dec. 3, 1715.¹ Peter Pride of Beverly, weaver alias fisherman, and wife Hannah conveyed to Ebenezer Thistle of Beverly, weaver alias fisherman, "our interest" in the estate of said Richard Thistle and his widow Elizabeth Feb. 8, 1715-6;² and on the same day Elizabeth Thistle, jr., singlewoman, for five pounds, conveyed her interest in the estate to Ebenezer Thistle;³ Benjamin Cole of Beverly, fisherman, and wife Sarah, for five pounds, conveyed their interest in said house and land to him;⁴ and Robert Sallows of Beverly, fisherman, for five pounds and ten shillings, conveyed the interest of his four daughters by his late wife Mary in the estate to him.⁴ Twenty days later, Ebenezer Thistle, for five pounds, conveyed to Richard Thistle of Beverly, husbandman, his interest in the estate.⁵

Samuel Morgan of Beverly, cooper, for thirty shillings, conveyed to Richard Thistle of Beverly, mariner, the southern extremity of this lot, containing twenty square rods, Sept. 27, 1687;⁶ and a small piece of land adjoining to it was conveyed to Mr. Thistle by Richard Ober of Beverly, mariner, the next day.⁷

Richard Thistle died March 17, 1752, having in his will devised to his son Jeffry Thistle the dwelling house "I now live in" and the barn and land. The dwelling house

¹Essex Registry of Deeds, book 27, leaf 253.

²Essex Registry of Deeds, book 27, leaf 235.

³Essex Registry of Deeds, book 28, leaf 85.

⁴Essex Registry of Deeds, book 29, leaf 247.

⁵Essex Registry of Deeds, book 27, leaf 240.

⁶Essex Registry of Deeds, book 19, leaf 105.

⁷Essex Registry of Deeds, book 23, leaf 92.

and barn were then appraised at thirty-three pounds, six shillings and eight pence. Jeffry Thistle died Aug. 29, 1794. How much longer the old house stood is unknown.

Richard Thistle and Mary Salloes Lot. The selectmen of Salem granted to Robert Lemon this lot of land "to be laid out to him at Cape Ann Side next the sea near that which was William Balies Lott" Feb. 8, 1657-8. Mr. Lemon died in 1667, having devised the land to his wife Mary Lemon. For fifty pounds, Mrs. Lemon conveyed it to Jeffry Thistle and Richard Thistle March 7, 1673-4.¹ Jeffry Thistle died in the spring of 1676, having devised his interest in it to his eldest son Richard Thistle and the latter's daughter Mary, who married Robert Salloes of Beverly in 1697. Mr. Thistle and Mrs. Salloes owned the lot in 1700.

Benjamin Woodbury House. That part of this lot lying westerly of the dashes was the ten acres granted by the town of Salem to Henry Swan Feb. 11, 1638-9; and it belonged to him in 1640. It belonged to Nicholas Woodbury as early as 1660.

Four acres of meadow next the pond was granted to him by the selectmen of Salem March 13, 1655-6, as follows: "Graunted vnto Nich Woodbury foure Acres of the meadow at the west end joyning to the Pond neare Mr Blackleechs farme."

The remaining part of this lot lying easterly of the dashes belonged to Mr. Woodbury as early as 1673, and the house was there in 1679.

Mr. Woodbury lived on this large farm, and died May 10, 1686, having devised his homestead, which was valued at three hundred pounds, to his son Benjamin Woodbury. Benjamin Woodbury died in 1698-9; and the dwelling house, barn and land, which were appraised at three hundred pounds, descended to his baby daughter Anna. She married Rev. John Barnard of Marblehead in 1718; and he erected a new house upon the farm, probably removing the old house.

Cornelius Larcom House. This was apparently a part of the land which was granted by the town of Salem to John Blackleach, sr., of Salem; and which he conveyed

¹Essex Registry of Deeds, book 4, leaf 82.

to John West of Salem, husbandman, Dec. 14, 1660.¹ Mr. West of Beverly conveyed that part of the lot lying westerly of the dashes to Anthony Bennett of Beverly, carpenter, Jan. 7, 1671.² Mr. Bennett removed to Gloucester and conveyed the lot to Cornelius Larcom of "Bass River alias Beverly" Nov. 28, 1684.³

That part of the lot lying easterly of the dashes was conveyed by Thomas West of Beverly, yeoman, for twelve pounds and sixteen shillings, to Mr. Larcom, who was then of Beverly, yeoman, May 28, 1697.⁴

This was the homestead of Cornelius Larcom in 1719.

Thomas West House. That portion of this lot of land lying northerly of the dashes was granted by the town of Salem to Richard Gardner of Salem, mariner, who conveyed it to John West of Salem, farmer, Sept. 13, 1667.⁵

That part of the lot lying between Hale street and the ocean and West street and the Manchester line, consisting principally of salt marsh and containing about eighty-five acres, was early granted by the town of Salem to John Horne of Salem. Deacon Horne, for fifty pounds, conveyed it to William Pitt and Moses Maverick, both of Marblehead, April 23, 1653;⁶ and it belonged to Thomas West in 1700.

The remainder of the lot was part of the grants of three hundred and fifty acres of land made by the town of Salem to John Blackleach of Salem in the following words:—

The 16th of the 12th moneth 1635

Granted by the freemen of Salem the day and yeare aboue written vnto mr John Blackleach of the same his heires and assignees for euer one fearme conteyning three hundreth acres of land scituate lying and being from Salem North East and being at long Marshe extending from a marked tree growing and being ner to the East of the Marshe along the Sea Side and conteyning halfe the marshe thence Westward, and from the West end of the said Marshe conteyneth halfe of the playne ground betwixt that & the freshe pond lying nere to the Sea Side in all conteyning as before mentioned, the quantity of three hundreth acres of land, bounded by the said

¹Essex Registry of Deeds, book 2, leaf 39.

²Essex Registry of Deeds, book 4, leaf 175.

³Essex Registry of Deeds, book 11, leaf 178.

⁴Essex Registry of Deeds, book 13, leaf 8.

⁵Essex Registry of Deeds, book 88, leaf 277.

⁶Essex Registry of Deeds, book 1, leaf 28.

Inhabitants, pvided always that if the said mr Blackleech shall at any tyme make sale of y^t, that the towne shall haue the first pfer of y^t before any other.

JOHN ENDICOTT W. TRASKE
 PHILLIP VERRIN
 TOWNSHEND BISHOP
 JOHN HOLGRAVE
 EDMOND BATTER
 THOMAS GARDINER

At Towne meeting the 14th of 6th month 1637 . . .

Mr Blakleech apointed the pece of meadow y^t was appointed or brothr Gott yt lyeth nere to mr blaklechs farme.

The 21st of 11th moneth 1638 . . .

Whereas Mr John Blackleech desireth 50 acres of land to be graunted him as an addition to his former graunt of 300 acres, vpon exchange of 50 acres of his rock ground for it, alleadging, that hee hath not sufficient ground to maintayne a plow. The town therefore for the furthering of his endeauor in plowing & for his encouragemt therein hath freely graunted vnto him w^{thout} exchange [fifty acres of ground or thereabouts] such land as was formerly graunted to Mr Gott vpon the playne neere adioyning to his said farme conditionally that hee will be at the charge of plowing of it or the greatest pt of it.

Mr. Blackleach removed to Boston, where he was a merchant. He let the house and barns which then stood upon the farm together with the land to Lawrence Leach, and subsequently to John West of Salem, husbandman. It was in the tenure and occupation of Mr. West Dec. 14, 1660, when, for three hundred and fifty pounds, Mr. Blackleach conveyed the estate to him.¹ John West of Beverly, farmer, conveyed to his son Thomas West this "my now dwelling house," barn and two-thirds of "my farm I now dwell upon" May 25, 1675, Thomas West having agreed to build a house for his father upon the other third part of the farm as his father shall appoint.² Thomas West subsequently acquired the other third part of the farm, and lived here in 1700.

Thomas West had a landing place at the shore where the corporation bath house is now located as early as 1689. He also had a sawmill on the brook on the northwesterly side of Haskell street as early as 1690.

Captain West conveyed to his son Thomas West of Beverly the east end of "my dwelling house" in which

¹Essex Registry of Deeds, book 2, leaf 30.

²Essex Registry of Deeds, book 4, leaf 112.

the grantee "now dwells" Jan. 1, 1707.¹ Thomas West, jr., died April 3, 1714; and his father conveyed to his widow, Christian West, "my homestead," dwelling house, barn and land, June 22, 1714.² Mrs. West apparently removed the old house before April 14, 1718, when she conveyed to her five children, Thomas, Wilkes, Mary, Hannah and Elizabeth, for love, the land and the dwelling house and barn thereon that "I have Lately built upon the Land of my said Late husband since his decease" which are "partly finished."³

William Haskell Lot. This lot of land was part of the three hundred acres granted by the town of Salem to John Blackleach Feb. 16, 1635-6; and which he conveyed to John West Dec. 14, 1660.⁴ Mr. West conveyed it to his son Thomas West May 25, 1675;⁵ and Thomas West conveyed to William Hascoll, husband of his daughter Ruth, as a part of her dowry, March 1, 1689-90.⁶ Mr. Haskell owned the lot in 1700.

IN MANCHESTER.

Joseph Woodbury Lot. This lot of land on Chubb's point was conveyed by Capt. Thomas West of Beverly, yeoman, to his son-in-law Joseph Woodbury of Manchester, mariner, May 1, 1699.⁷ It belonged to Mr. Woodbury in 1700.

Thomas West Lot. That part of this lot of land lying southeasterly of the southeasterly dashes was granted to Thomas West before 1700.

That part of the lot lying within the dashes was laid out by the town of Manchester to John Elithorp of Manchester, cooper, in 1685; and, for eight pounds, he conveyed it to Thomas West of Beverly, yeoman, Sept. 20, 1690.⁸

That part of the lot lying northwesterly of the northwesterly dashes was three-fourths of the lot of land grant-

¹Essex Registry of Deeds, book 20, leaf 155.

²Essex Registry of Deeds, book 30, leaf 57.

³Essex Registry of Deeds, book 42, leaf 5.

⁴Essex Registry of Deeds, book 2, leaf 39.

⁵Essex Registry of Deeds, book 4, leaf 112.

⁶Essex Registry of Deeds, book 9, leaf 188.

⁷Essex Registry of Deeds, book 23, leaf 35.

⁸Essex Registry of Deeds, book 9, leaf 18.

ed by the town of Manchester to William Bennett, Robert Leach, sr., John Norman, sr., and John Pickforth March 10, 1667. John Pickworth died in 1681; and his brother Joseph Pickforth of Marblehead, fisherman, conveyed his quarter part, for nine pounds, to Mr. West Dec. 10, 1690.¹ Mr. West had bought Mr. Bennett's share in or before 1690; and Mr. Leach's part belonged to his son Robert Leach in 1690, and subsequently came into the hands of Mr. West.

John Norman Lot. This was a part of a lot of land granted by the town of Manchester to William Bennett, Robert Leach, sr., John Norman, sr., and John Pickforth March 10, 1667, being John Norman's quarter of said grant. Mr. Norman died in 1672, and it descended to his son John Norman, who owned it in 1700.

John Coy and Thomas Whittredge Lot. This lot of land was conveyed by the town of Manchester, for forty pounds, to John Coy of Wenham and Thomas Whittredge of Beverly, carpenters, July 17, 1699;² and these grantees owned it in 1700.

George Norton Lot. This lot of land was laid out by the town of Manchester to George Norton Dec. 20, 1699, in the lay out of the west division so called.

Joseph Woodbury Lot. This lot of land was laid out to Joseph Woodbury by the town of Manchester Dec. 20, 1699.

James Friend Lot. This lot of land was laid out by the town of Manchester to James Friend Dec. 20, 1699.

John Norman Lot. This lot of land was laid out by the town of Manchester to John Norman Dec. 20, 1699.

Samuel Leach Lot. This lot of land was laid out by the town of Manchester to Samuel Leach Dec. 20, 1699.

Robert Leach Lot. This lot of land was laid out by the town of Manchester to Ens. Robert Leach Dec. 20, 1699.

Thomas West Lot. This lot of land was laid out by the town of Manchester to Capt. Thomas West Dec. 20, 1699.

Abram Masters Lot. This lot of land was laid out by the town of Manchester to Abram Masters Dec. 20, 1699.

¹Essex Registry of Deeds, book 9, leaf 18.

²Essex Registry of Deeds, book 19, leaf 107.

John Bishop Lot. This lot of land was laid out by the town of Manchester to John Bishop Dec. 20, 1699.

John Siblee Lot. This lot of land was laid out to Capt. John Siblee by the town of Manchester Dec. 20, 1699.

John Knowlton and Hannah Leach Lot. This lot of land was laid out to John Knowlton and Hannah Leach by the town of Manchester Dec. 20, 1699.

John Coy Lot. This lot of land was laid out by the town of Manchester to John Coy Dec. 20, 1699.

Thomas West Lot. This lot of land was laid out by the town of Manchester to Capt. Thomas West Dec. 20, 1699.

Samuel Polin Lot. This lot of land was laid out by the town of Manchester to Samuel Polin Dec. 20, 1699.

Hannah Leach Lot. This lot of land was laid out by the town of Manchester to widow Hannah Leach "and Jones or Ezekiel" Dec. 20, 1699.

Parsonage Lot. This lot of land was laid out as a parsonage lot by the town of Manchester Dec. 20, 1699.

Abram Masters Lot. This lot of land was laid out by the town of Manchester to Abram Masters Dec. 20, 1699.

Samuel Ley Lot. This lot of land was laid out by the town of Manchester to Samuel Ley Dec. 20, 1699.

Thomas West Lot. This lot of land was laid out by the town of Manchester to Capt. Thomas West Dec. 20, 1699.

Robert Leach Lot. This lot of land was laid out by the town of Manchester to Ens. Robert Leach Dec. 20, 1699.

Samuel Leach Lot. This lot of land was laid out by the town of Manchester to Samuel Leach Dec. 20, 1699.

John Knowlton Lot. This lot of land was laid out by the town of Manchester to John Knowlton Dec. 20, 1699.

Robert Leach Lot. This lot of land was laid out to Ens. Robert Leach by the town of Manchester Dec. 20, 1699.

John Siblee Lot. This lot of land was laid out by the town of Manchester to Capt. John Siblee Dec. 20, 1699.

Hannah Leach Lot. This lot of land was laid out by the town of Manchester to widow Hannah Leach Dec. 20, 1699.

Onesipherous Allen Lot. This lot of land was laid out by the town of Manchester to Onesipherous Allen Dec. 20, 1699.

Samuel Allen Lot. This lot of land was laid out to Samuel Allen, sr., by the town of Manchester Dec. 20, 1699.

John Ley Lot. This lot of land was laid out by the town of Manchester to John Ley Dec. 20, 1699.

Aaron Bennett Lot. This lot of land was laid out by the town of Manchester to Aaron Bennett Dec. 20, 1699.

John Cross Lot. This lot of land was laid out to John Cross by the town of Manchester Dec. 20, 1699.

Isaac Whittier Lot. This lot of land was laid out by the town of Manchester to Isaac Whittier Dec. 20, 1699.

Joseph Woodbury Lot. Thomas West conveyed this lot of land to Joseph Woodbury before 1699; and the latter owned it in 1700.

Joseph Woodbury Lot. Thomas West of Beverly, yeoman, conveyed this lot of land to his son-in-law Joseph Woodbury of Manchester, mariner, May 1, 1699;¹ and the latter owned it in 1700.

¹Essex Registry of Deeds, book 23, leaf 35.

NEWBURY CHURCH RECORDS.

DISMISSIONS FROM THE FIRST CHURCH.

Josiah Thompson, Nathaniell Noyes and Henry Knight and their wives, with Mr. John Sweat, Feb. 16, 1746, to Falmouth.

Sarah, wife of John Ordway, June 25, 1746, to South Hampton.

Mark Mores and wife, July 27, 1746, to Byfield.

Mercy, wife of Mr. Thorn, Sept. 21, 1746, to Salisbury.

James Jackman and wife, July 23, 1749, to Salisbury.

Ebenezer Tenny and wife, Oct. 8, 1749, to —.

Mrs. Susanna Piper, Nov. 17, 1749, to Concord.

Mrs. Sarah Marble, formerly French, Sept. 22, 1751, to Haverhill.

Edmund Noyes, Nov. 17, 1751, to Salisbury.

Mrs. Hannah Beard, May 24, 1752, to Hampstead.

Joseph Noyes and wife and Benjamin Pettingill and wife, May 31, 1756, to Plaistow.

Mrs. Sarah Emery, Dec. 19, 1756, to Haverhill.

Rev. Joseph Parsons, Nov. 6, 1757, to Brookfield.

Timothy Putnam and wife, Nov. 25, 1759, to Tewksbury.

Joshua Swett and wife, Sept. 21, 1760, to Salisbury.

Sarah, wife of Deacon John Air, May 20, 1764, to the First Church of Haverhill.

Rev. Amos Moody, Nov. 10, 1765, to Pelham, N. H.

Mrs. Elizabeth Blunt, formerly March, Nov. 19, 1769, to Portsmouth.

Rev. Silas Moody, Nov. 4, 1769, to Arundel.

Captain Samuel Pierce, July 21, 1782, to Atkinson.

Mrs. Muzzey, Sept. 8, 1782, to Boscawen.

Benjamin Rolfe, Jan. 4, 1795, to any Church of regular standing.

ADMISSIONS TO THE FIRST CHURCH.

Francis Brown's wife, Apr. 30, 1682, from Portsmouth.

John Sewall, Oct. 25, 1696, from Boston.

Edmund March and wife, Dec. 16, 1744, from Amesbury.

Seabrew, a negro servant, May 21, 1749, from Topsfield.

DISMISSIONS FROM THE BYFIELD CHURCH.

Nehemiah Hunt, Sept. 2, 1744, to Sutton.

Jemima, wife of John Boynton, and Hannah, wife of Francis Worcester, Dec. 9, 1744, to Dunstable.

Sarah Pickard, Nov. 27, 1746, to Rowley.

Abigail, wife of Moses Boynton, Dec. 28, 1746, to Coventry.

Mehitable Hale, Sept. 27, 1747, to the Second Church of Rowley.

Enoch Noyes, Oct. 18, 1747, to Hollis.

Thomas Tenney, July 3, 1748, to Rowley.

Jane Jewet, Dec. 3, 1749, to Linebrook.

Moses Hale and wife Elizabeth, Feb. 9, 1752, to Hampstead.

John Noyes and wife Abigail, May 17, 1752, to Suncook.
Benjamin Adams, Oct. 12, 1755, to the Second Church, Lynn.

John Bailey and wife Elizabeth, May 30, 1762, to Lunenburg.

Jonathan Pearson of Byfield-Rowley, Apr. 15, 1764, to Rowley.

Samuel Hovey, Apr. 22, 1764, to Pepperillborough.

Margaret Hicks, alias Margaret Burbank, widow of Caleb, in 1765, to Sutton.

Sarah Thurlow, wife of Moses, Feb. 21, 1768, to Fitchburg.

Martha Smith, widow, Deborah Duty, widow, Mrs. Dorothy Smith and Jemima Smith, wife of Josiah, in 1768, to Hopkinton, N. H.

Timothy Stevens, Jan. 7, 1776, to Hampstead, N. H.

Eliphalet Tenney, in 1784, to Stow.

Elizabeth Pearson, wife of Solomon Pearson, Apr. 4, 1784, to First Presbyterian Church, Newburyport.

ADMISSIONS TO THE BYFIELD CHURCH.

Hannah Lull, Feb. 9, 1745, from the Second Church, Bradford.

Caleb Burbank, June 22, 1752, from the Second Church, Bradford.

Mary, wife of Daniel Barker, Sept. 8, 1756, from the Second Church, Bradford.

Mary Pilsbury, wife of William Pilsbury, May 11, 1763, from the Second Church, Bradford.

Zerviah, wife of Jeremy Boynton, Mar. 17, 1765, from Coyentry.

Susanna, wife of Ebenezer Clark, Feb. 21, 1779, from the Second Church, Ipswich.

David Nelson, Aug. 26, 1781, from the West Church, Rowley.

Abigail Cleaveland, May 24, 1795, from Canterbury.



ASTON PARISH CHURCH, HERTFORDSHIRE, ENGLAND



INTERIOR OF THE ASTON CHURCH

THE BURNAP-BURNETT GENEALOGY.

BY HENRY WYCKOFF BELKNAP.

Incidentally in searching for records of the Belknap family in and about the County of Hertfordshire, England, traces of this Burnap name were discovered, and because it appeared likely that there might be found a connection between the two families, several experienced English genealogists being of the opinion that they were one and the same, it was decided to collect all references to both names. Up to the present time nothing has been found to bear out this theory and a further complication has developed through the discovery that for some generations that branch of the Belknap family which emigrated to America had been called Beltoft.

These variants in family names can seldom be definitely accounted for. In some cases they are adopted because of some family feud and a desire to distinguish between different branches, but for the most part they seem to be due to phonetic spelling or the errors of careless writers. A notable instance of this has been found in the records of the Waterhouse family, in which in one deed the name appears in seven different forms and is signed differently by the man and his wife.

In the Burnap family, apart from such slight changes as Burnapp, Burnop and Burnepp, there is the more radical one of Burnett, which has now been permanently adopted by at least one branch of the family, and until the writer positively proved to them that they had originally been Burnaps they had supposed that they were descended from the well known Bishop Burnett of London. The first case of this altered spelling appears in the record of the baptism of Sarah, the daughter of Thomas Burnap of Stanstead Abbots, about 1564 to 1610, in which the

form used is "Burnatt," which is very probably due to a misreading of "Burnapp" by the clerk who made the entry in the register.

Were it not that in several instances the registers of parishes adjacent to Stanstead Abbots have been lost or destroyed, in part, it would doubtless be possible to fill in many missing links in the English records, while in some of the most likely registers no mention of the name has been found.

As is usually the case, no reply has been received from many members of the family in this country, and consequently the records have had to be entirely omitted or given in incomplete form.

1. THOMAS BURNAP of Stanstead Abbots, Herts., was living in 1532-8. His wife Johanna Nobbys of the same parish died shortly before April, 1532.

The following, translated from the Latin, is from the manor Court Rolls, Public Record Office, London, 23d., 24th., 25th., 27th., 28th., 30th. Henry VIII, Courts at Stanstead, Herts.

P. R. O., Court Rolls, 178/35, Court held at Stansted with a view of Frank Pledge; 4th. April, 23 Henry VIII.

Thomas Burnopp one of the Tennants.

"It is accounted that Johanna Nobbys held by homage at the day of her death by Court Roll of the King one acre of land in Halfelde and half an acre of land in Netherfeld, one garden, one piece of land called Long house, and that Johanna Burnopp wife of Thomas Burnopp is eldest daughter and heir and of full age, to whom the King granted seisin to her and her heirs at the will of the lord according to the custom of the manor," etc. (In the margin is written against the above entry:—"Surrender iiij s.")

"And lastly the jury say that the said Johanna was seized in her desmesne as of fee of and in one tenement lately belonging to William Sanderson, six acres lying next the tenement aforesaid, one croft containing three acres lying under Iseney Parke, two acres of land lying

in Baler's Field, and one garden adjoining the same two acres, two acres of land lying in Garratt's Field, one piece of waste land lying in the King's way, and was so seized at her death and that Johanna Burnopp the wife of Thomas Burnopp is eldest daughter and heir, and gave payment upon admission to the lord and did fealty," etc. (In the margin is written against the above entry:—"xviij s. ij d.")

"John Fleyming and Agnes his wife acknowledge themselves to hold to the King to deliver by charter two acres of meadow to Thomas Burnott yearly ij d."

Court held at Stansted with view of Frank Pledge on Thursday next the Feast of Easter, 24 Henry VIII.

Thomas Burnopp one of the Tennants.

Thomas Burnopp homage. (Against the last name is written in the margin:—"Fine vj d.")

"The homage presents that William Gyldeyson without the Court surrenders into the hands of the lady by the hand of John Swete and Thomas Cheynow tennants of the said lady two acres of arable land lying in Hawfield at Catt's Hill to the use and behoof of Thomas Burnopp senior, his heirs and assigns, which lady by her Steward granted seisin thereof by the rod to have and to hold the land aforesaid to the said Thomas Burnopp his heirs and assigns at the will of the lady according to the custom of the manor rendering to the lady therefore yearly ij d. and gave the lady for a fine xd. and did fealty and is admitted," etc. (Against the above entry is written in the margin:—"Surrender fine xd. paid")

"To this Court came Thomas Burnopp and surrendered into the hands of the lady one cottage with a garden and two acres of land adjoining parcel of the tenement of Symchaundler to the use and behoof of John Whitnall his heirs and assigns which the lady by her Steward granted seisin by the rod to have and to hold the land aforesaid of the said Thomas Burnopp his heirs and assigns at the will of the lady according to the custom of the manor rendering therefore to the lady yearly ij d. and gave the lady for a fine x d. and did fealty and is admitted."

"To this Court came John Rodes and Margaret his wife and surrendered into the hands of the lady one tenement with appurtenances called esgores and one garden with appurtenances called Brands now adjoining the tenements aforesaid not eight acres of land and four acres one rood, and half a meadow either more or less in the parish of Stansted whereof the said tenement and garden lying next the King's way at Stansted until Hunesden and half an acre of land likewise lying in Dovehouse field and one acre of land in Half Hyde and half an acre of land likewise there lying and two acres of land lying in Netherford and one holm land with meadow containing one acre lying near the tenement aforesaid and three acres of meadow lying in Haskholme and one acre and one rood and a half there lying abutting upon the Rye dicke to the use and behoof of Thomas Burnopp senior and Thomas Burnopp junior, son of the same Thomas senior, his heirs and assigns which the lady by her Steward granted seisin thereof by the rod to have and to hold the said tenement with garden adjoining and the other premisses with their appurtenances to the said Thomas senior and Thomas junior, their heirs and assigns at the will of the lady according to the custom of the manor aforesaid by rent and service therefore due and customary and the said Thomas Burnopp senior gave to the lady for a fine and did fealty," etc. (Against the above entry is written in the margin:—"Surrender Fine x d.")

"Thomas Burnopp acknowledged himself to hold of the lord by Court Roll one cottage with a garden two acres of land lying in Dovehouse Feld and renders to the Prior and Convent of Elsyng Spytell yearly ij d." (The last entry should come in the first Court.)

"Thomas Burnett and John Bennett are elected to the office of Constable."

Court held at Stansted with View of Frank Pledge on Thursday in Easter week 25 Henry VIII.

Thomas Burnap of the Homage.

"It is accounted by homage that John Wheler without the Court surrenders into the hands of the Queen by the

hand of Robert Chapman and John Swete senior tennants of the same manor two acres of arable land of which one lies in a certain croft called Collier's Croft next Garrard's Field and the other acre in Haffeld sometime parcel of a tenement Lock's Tenement to the use and behoof of Thomas Burnopp which the said Queen by her Steward granted seisin thereof by the rod to have to himself and his heirs and assigns at the will of the said Queen according to the custom of the manor and rendering to the same tenement of Lock's ij d. yearly and suit at court and gave the said Queen for a fine etc. and did fealty and is admitted," etc. (In the margin is written against the above entry:—"Fine xx d.")

"The day was given at the last Court for Thomas Burnopp senior to proclaim a stray cow which the same Thomas then had in his keeping and proclamation was made that the same Thomas render for the same to the Queen vj s. viij d."

"It is ordered that John Swete and Thomas Burnopp clean the ditch between the land of the same John and Thomas called Fleme Dyche by the Feast of Pentecost etc., penalty ij d."

Court with View of Frank Pledge held on Thursday in Easter week 27 Henry VIII.

Thomas Burnopp of the Homage.

"At this Court came Thomas Burnop and surrendered into the hands of the Queen one acre of land adjoining a certain croft called Collier's Croft, next Garrard's Field, parcel of one tenement called Lock's to the use and behoof of John Rodez and Margaret his wife to whom the Queen by her steward granted seisin by the rod to hold to the same John and Margaret their heirs and assigns at the will of the Queen according to the custom of the manor and rendering to the same tenant of Lock's j d. yearly and suit at Court and gave the Queen for a fine as etc. and did fealty and was admitted." (Against the above entry is written in the margin:—"Fine x d. paid.")

Court with a View of Frank Pledge held 5th. April 28 Henry VIII.

Thomas Burnop junior of the Homage.

Court with a view of Frank Pledge held at Stansted on Thursday in Easter week, 30 Henry VIII.

Thomas Burnop junior of the Homage.

"At this Court it is accounted that Thomas Heth surrendered into the hands of the King by the hand of Thomas Burnopp and Robert Whitnall tennants of said manor one tenement with appurtenances called Lock's tenement and the parcel of land with pasture adjoining between the land formerly belonging to Andrew Huggard, deceased, in the parish of St. Margaret in Stansted to the use and behoof of John Chatterton to whom the King by the Steward granted seisin thereof by the rod to hold to the same John Chatterton and his heirs at the will of the King according to the custom of the manor by service therefore due and of customary right gave the King for a fine iij s. and iiij d. and did fealty and is admitted as tennant." (Against the above entry is written in the margin: "Fine iij d. paid.")

Children:—

2. THOMAS.

3. JOHN.

2. THOMAS BURNAP of Stanstead Abbots, Herts, was living between 1533 and 1597. He married before 1564, Alice Cramphorne, daughter of ——— Cramphorne of Stanstead Abbots and Alice his wife and probably co-heiress of her mother. He is mentioned in 1533, under the Court at Stansted, 24 Henry VIII, as Thomas Burnopp junior, again in 1537 under the Court at Stansted, 28 Henry VIII, as Thomas Burnop, junior, one of the Homage, again in 1539 under the Court at Stansted, 30 Henry VIII, as Thomas Burnop, junior, one of the Homage, and in 1545 he paid 12d. subsidy under Stansted (P. R. O. Subsidy 121/171) as is also his brother John. In 1545-6 Thomas Burnoppe paid subsidy under Stansted (P. R. O. Subsidy 121/177).

He was executor of the will of Alice Cramphorne, senior, of Stanstead Abbot, 16 May 1564, "wedowe," probated at Ware, 23 October 1564, in which mention is made of son Thomas Burnap and daughter Ann Rawlings, execu-

tors (11 Raymond), and also of John, William, Thomas, Alice, Johane and Thomasin Burnap, as well as Andrew Keys and wife Alice, John, Robert and William Keys, the children of John Keys.

He witnessed the will of Alice Nobbs, widow, of Stansted Abbott, 14 May 1566 (81 Raymond).

Thomas Burnape was present, 13 January 1567, when Edward Beson of Stansted Abbot made a nuncupative will by which he left a legacy to "Isbell servant to Thomas Burnape" which was proved in Arch. Mddx. Essex & Herts., (92 Raymond) from which it appears that Andrew Kees, father of Johane Kees, was the testator's brother-in-law.

Thomas Burnap was a witness to the will of Roger Bayley of Stanstead Abbots, proved Arch. Mddx. Essex & Herts., (222 Raymond) 11 March 1573.

Tho: Grave & Tho: Burnappe: Tho: Fuller & John Fuller gent. & Margt. his wife—Two messuages and lands in Broxborne and Hoddesdon, 1585-6, Hilary Term, 28 Elizabeth, Feet of Fines.

Thomas Burnappe (junior) paid 5/4 on 40/- and Alic Burnappe paid 2/8 on 20/-, both under Stanstead, Subsidy 121/282, in 1600, 43 Elizabeth; probably the Alice Burnap of 1564, now an old widow. She paid just one-half of what Thomas Burnap paid which practically proves that she was the widowed mother of Thomas, having her usual third interest in her deceased husband's property.

In connection with the will of Edward Beson, note that, as Thomas Burnap's mother was Johanna Nobbys, Alice's deceased husband may have been his uncle or cousin.

The will of Thomas Burnap: "In the name of God Amen in the yere of oure lord 1593 and the (blank) of Januarye I Thomas Burnape of Stansted Abbot in the Countye of Hartford yeoman beinge in helth I praise god for yt do ordeine and make this my presente testament and last will in manner and forme followinge Imprimis my solle to Almightye god who hath created me and to Jhesus Christ who hath redemed me and to the holie ghost who hath santified me and my body to the earth when it

shall please god to take it oute of this miserable world— Item I give to Allice my weife all the howse wth barnes stables and all other howses to yt belonginge and one gar-nard wth a garden platt Joyninge to yt wth orchyards and the menes (?) and backside conteyninge syxe acres with all goodes chattells ymplements of howshold nowe at thys presente unto the occupation of the tenemente belonginge and also one tenement wch William Swete now dwelleth in wth the backside to yt belonginge and also one other tenemente called convrtis garden wth the barne and stable and orchyerds to yt belonginge also one crofte called the parke-crofte wth a lytle meade joyninge to yt with an house there in conteyninge fyve acres— Item in the comen feild two acres in garretts feild two acres in wallets feild— All these parsels beinge freehold my will ys she shall holde them for terme of her life the Remainder to Thomas Burnapes eldest sonne whose name is Thomas Burnape yf he dye then I will John his brother shall have it Alwaies provided that Thomas my sonne shall have all those houses and lands after the decase of my weif to bringe up them and other of his children while they come to the age of xxj yeres and she kepe the said howses and ditches with sufficiente fensing and reparacions. (Mem. that this clause of the coppie land surrendered to Thomas Burnape his sonne and yet to be held and enjoyed by Allice his weif was revoked by Thomas Burnape senr. the xxviiijth of Febr. 1596 before us Thomas Newman.)

“And further I charge my sonne Thomas Burnape and his children whom I shall leve or surrender my copiehold land unto shall quietly suffer Allice my weif to hold for terme of her life iij acres in Haffeild at Jeningsstile and one acre and an half of meade in the Ryemeade wch ground I nowe hold. (The above is the clause which was cancelled by the testator on 28th. Feb. 1596-7). Item I give to Thomas Burnape my sonne the dwellinge howse which nowe he occupieth called Esgores wth all the appurtenances as barnes stables orchyards backsides one acre of meddow before the doore two acres in chappell feild two

acres at the gravel pit in Haffeild one acre more nexte Mowgates land in Hafeilde— Item I give unto him two parcells of coppie lande also lyinge in Netherfeild one peece of iij rodes the other of 3 rods also lyeinge next the highway— Item my will ys that Thomas may sonne shall have an enioy wch is in his tenure and occopacione three acres of meddowe lyeinge in Rie meade— Item I will and bequeath to my daughter Johan wife to Thomas Reddington of Hunsdon for her use her husband and children wch god hath given them the some and gifte of xxx li. to be paide of my sonne Thomas or his heires or executors within the space of iij yeeres after my wyves decease in consideration that I give him all my lands and coppies after the departure of my weif to enjoy for his use and heires by him lawfully begotten. (Mem. That xv li. of the xxx li. wch T. Burnape or his heires are to pay to T. Reddington after the decease of his mother Alice Burnape weif of Th. Burnape so is to be paid oute of the goodes or cattells of Allice Burnap and within 3 yeres after his death by her heires, administrators or assignes.)” Witnesses:—T. Newman, Robert Baynes. Arch. Mddx. (E. & H.) Grove fol. 47.

Letter of administration with the above will thereunto annexed was granted at Sawbridgeworth to Alice, the widow, on 21st. March 1596-7. It is therefore evident that Thomas Burnap died in February or March, 1596-7.

The will of Alice Cramphorne, mother-in-law of Thomas Burnap: “In the Name of God Amen the xvj daie of Maie in the yere of our lorde god 1564 I Alice Cramp-horne wedowe of Stansted abot beyng sicke in my bodie but in good & peefect remembrance doe ordeine & make this my last will & testament in maner & forme folowinge Fyrste I bequeathe my soule to All mightie god my maker and redemer & my bodie to be buried in xpian buriall Item I give & bequeathe to John Rawlinge a fether bed a coverlet a presse a blaneket a boulder a platter a saulser a browne cove & a pannier Item to Agnes Rawlinge one cheste a candlesticke & a pewter dysse Item to Alice Rawlinge one Mattris a payer of flexen shetes a diaper

napkin a pewter dishe a pottinger a candlesticke & a lytle boulster Item to Willm. Rawlinge the greatest kettell save one & a payer of towene shetes a candlesticke a porringer & a pewter dysshe Item to John Rawlinge a shete a thurden dele (?) potte & a platter a porringer Item to Anne Rawlinge my daughter a table clothe a sowe hogge fower piggs a branded cowe iij bhs. of wheate Item to Alice Burnappe my daughter a diaper towell a mortar a square saultr. two hogges Item to John Burnap one redde cowe one platter Item to Alice Burnap a cowe a great brasse potte a platter a saulser a chest a square table a payer of flexen shetes a pillobere & a diaper napkin Item to Johane burnap one cupbord in the hall a shepe wth her lambe a pewter dyshe & a payer of flexen shetes Item to Thomasin burnap a brasse panne a pewter dysshe Item to John Grave a payer of towene shetes & a plaine towell Item to Andrewe keys wyffe a blacke cowe a bushel of wheate a payer of towene shetes a flexen kercher iij pygges Item to Elizabeth Grave a blacke cowe a payer of towene shetes, a hogge Item to Alice key a fether bed in the lofte as yt standeth a platter Item to John keys a brasse potte Item to Robert keys a garled bullocke the byggest Item to William keys a garled bullocke & Thomas Burnap my sonn to have the keping of the goods of John Keys childeren untill they be married or of age to have the same Item to John Anger a rede cowe & a cloke Item to george Anger a postner of brasse Item to Elizabeth Anger a payer of towene shetes fower yardes of russet carson Item to Robert Sympson duo bz. of wheate Item to widowe Walter (?Walker) duo bx. of wheate Item to Agnes Pery duo bz. of wheate Item to Nicles Swete duo bz. of wheate Item the rest of my goods unbequeathed my debtes payed & my will fullfilled I gyve to Thomas burnap & Ann Rawlinges my daughter equallie to be devided betweene them whom I mak my trewe and faythfull executors In wytnesse I have made this my marke in the presence of these persons William Whytnall, John Smyth whome I make myne overseers of thys my will, Thomas Walker, Thomas Heywarde, Willm. Passon, Roberte Chapman and John Anger."

The above will was proved at Ware, 23 Oct. 1564 (Arch. Mddx. Essex & Herts. 11 Raymond).

In 1600 Alice Burnappe paid subsidy $2/8$ on $20/-$ under Stansted (P. R. O. Subsidy 121/302), as stated above, but the date of her death does not appear.

Children:—

4. JOHN, mentioned in the will of his grandmother but not in that of his father and who therefore probably died s. p. before 1593-4.
5. WILLIAM, as last.
6. THOMAS.
7. ALICE, as No. 4.
8. JOHANE.
9. THOMASIN, as No. 4.

3. JOHN BURNAP, mentioned as John Bennett, who was elected to the office of Constable at the Manor Court held at Stanstead in 24 Henry VIII (1533). He is probably the same as the John Burnoppe who paid $5/4$ subsidy at Stansted in the year 1545 (P. R. O., Subsidy 121/171).

6. THOMAS BURNAP whose wife's name has not been found, lived at Stansted Abbots and is styled "yeoman." He is one of the two children mentioned in his father's will in 1593-4 and in a memorandum to that document in 1596-7. He paid $5/4$ on $40/-$ subsidy under Stanstead in 1600 (P. R. O., Subsidy 121/282). In 1605 he also paid a like amount under "Stansfield" an error for Stanstead (P. R. O. Subsidy 121/302).

He was still living in 1607, as his son John was admitted to Caius College, Cambridge, as the son of Thomas and not as the son of Thomas, deceased. In 1610 his daughter Dorothy applied for a license to marry and he is again referred to as though his father were living.

The records for the Archdeaconry of Middlesex, Essex & Herts. are missing from 1631-49 and as his will does not appear it almost proves that his death took place within that period, but in 1627 Thos. Burnap paid subsidy $20/4$ for lands under "Stansie Abbott".

Children:—

10. DOROTHY, born about 1582, died after 1648.

11. THOMAS, born before 1586, died before April, 1688.
12. MARY.
13. JOHN, born between Easter and October, 1590, died about 13 April, 1653.
14. ABRAHAM, born about 1594, died before 1649.
15. SARAH.
16. ROBERT, born about 1595, died 27 September, 1689, in Reading, Massachusetts.

8. JOHANNA BURNAP received a legacy from her grandmother and also £30 in her father's will, who speaks of her and her children by Thomas Reddington. She was married 16 November, 1578 at Hunsdon, Herts. They lived in Hunsdon and references to several who were doubtless his relatives are frequent in the records, but the names of their children have not been found.

10. DOROTHY BURNAP, who was born about 1582, married by license dated 16 April, 1610, John Morse, clerk, A.M., rector of Little Ilford, County Essex, bachelor, she being of Stanstead Abbott, County Herts., spinster, aged about 28, daughter of Thomas Burnap of the same, yeoman, at Stanstead aforesaid, both father and daughter being then of Stanstead Abbot. Her will does not appear, but as she proved her husband's will in 1648 she was then alive and living in Romford.

"The last will and testament of me John Morse, minister, of Romford, Essex, dated 14 July 1645, £100 to Dorothy my youngest daughter- £5 to Elizabeth my elder daughter- £30 to my brothers or their children. My wife Dorothy to have all my lands and tenements for life and she to be sole executrix." Witnesses:—Daniel Cramphorne, Marie Cramphorne. Proved 25 May, 1648, by Dorothy, the widow. (Arch. Essex, 193 Whitehead.)

Children:—MORSE.

ELIZABETH.
DOROTHY.

11. THOMAS BURNAP, who was born before 1586, was evidently married by his brother-in-law, Rev. John Morse, and the license is dated the same day that his sister Mary and Daniel Cramphorne obtained their permit. In 1610

Thomas Barnap of Stansted Abbotts, Herts., husbandman, ae. 24, and Mary Elliot of Hunsdon, Herts., spinster, ae. 31, had the license of the Bishop of London to marry at Little Ilford, Essex. His wife was therefore born about 1599 and she died before 1633, as about that year he married again, Joan, daughter of Robert Hellam of Cosons, parish of Ware, Herts. She died before Thomas as she is not mentioned in his will.

Thomas is mentioned in his paternal grandfather's will as "Thomas Burnape's eldest sonne whose name is Thomas Burnape" and the will makes it clear that he was then an infant.

The Rev. John Burnap, (No. 13) in his will, 30 Mar. 1653, refers to "all the children of my brother Thomas Burnapp."

In 1640, (16 Charles I) Thos. Burnapp paid 16/- under Stanstead (P. R. O. Subsidy 121-338).

"Robert Grave and Thomas Burnappe doe present yt Mr. Roffe (formerly sequestered out of Stanstead Vycaridge) now officiates and supplies the Cure (by what Authoritie wee knowe not) and receyves the small Tythes of such as are willinge to pay hym with the profitts of the Gleabe, worth about foure and thirtie pounds p Annum. Wee have a Chappell in our towne wch (in regard to yt our Church standes neere a myle out of the towne) hath been a great benefitte to the Towne formerly when wee had a settled Mynister wee had the word and Sacramts prached and administered therein on the Sabboth daies and all the weeke as a Schoole house for our children. This Chappel hath noe maintenance belonging to yt.

"Robert Grave

"Surveys of Church Livings, 1657. Thomas Burnapp"

Robert Hellam, the father of the second wife, died about 1652, leaving a will dated 30 August, 1647, at which time Joan Hellam was married to Thomas Burnap of Stansted, Herts., yeoman, and was the mother of Robert Burnap of Stanstead, yeoman, (who came of age in May 1655 and was therefore born about May, 1634), of Samuel Burnap of Much Haddam, gent., of Joan Burnap, a minor

in 1657-8 and of Mary Burnap, also a minor at that time, when both Joan and Mary were living at Stanstead. (Chancery Proceedings before 1714, Reynardson 21/12.)

The depositions in connection with the above suit may be found in the Town Depositions for Trinity Term 1658, under "Hellam v. Burnap" (Town Deps: Bld. 830).

It is evident that Joan Hellam was a second wife, as in 1667-8 Thomas mentions also four other children in his will, including two married daughters, who could not have been born, therefore, after this Chancery Suit of 1657-8.

The will of Thomas Burnap: "In the Name of God Amen. Thomas Burnape senior of Stanstead Abbott in the County of Hartford, yeoman, Being sick in body. Dated 7 February 1667-8. Unto John Burnape my son my beame and scales with the waights therto belonging wch are now in his possession. Unto Samuel Burnape of Little Laver, Essex, clarke, 10/-. Unto my daughter Judeth wife of Richard Skingle of Sabridgeworth, Herts., clarke, £3 and my best carpett wch was her mothers. Unto Sarah Bray of Stanstead aforesaid my daughter late wif of Richard Bray one feather bede and bolster. Unto Joane my daughter my best chest in the chamber over the kitchin and all that is in sayd chest. Unto my daughter Mary my best chest in the chamber over the hall and all that is in sayd chest. To my two said daughters Joane and Mary all my household goods and moveables with my five coves and one bullock with my hay and one peece of wheat growing in the common feeld neere my house, containing about one acre. Unto Robert Burnap of Stanstead my son all other my goods corne and chattells whatsoever and he to be sole executor." Testator makes his mark, which is witnessed by Thomas Browne and Josias Wood. The above will was proved at Ware on 29 April, 1668, by Robert Burnap, the son, the executor named in it. (Arch. Mddx. Essex & Herts. Filed Will.)

From an entry in the Probate Act Books of this Court under date of 29 April 1668 we gather that Robert Burnapp's executorship had been opposed (probably by

Thomas his half-brother), but it is confirmed to him by decree of the Court, and he swore the goods of the deceased at £116:7:0.

Children by first wife:—

- 16a. MARIE, baptized 25 August, 1611, at Hunsdon.
- 17. THOMAS, died about 1688.
- 18. JOHN, died about 1674.
- 19. JUDITH, living in 1667-8.
- 20. SARAH, died about 1698.

Children by second wife:—

- 21. ROBERT, born about 1634.
- 22. SAMUEL, living in 1660.
- 23. JOAN, a minor in Stanstead in 1657-8.
- 24. MARY, a minor in Stanstead in 1657-8.

12. MARY BURNAP was married by license, 14 September, 1610, to Daniel Cramphorne, probably her cousin, of Sawbridgeworth, Herts., husbandman, she being of Hunsdon, Herts., spinster, at Little Ilford, Essex, by the Rev. John Morse, her brother-in-law, five months after he obtained his own license. She and her husband were witnesses to the will of Rev. John Morse in 1645.

13. JOHN BURNAP, born in 1590 between Easter and October, was sixteen years of age at Easter, 1607, and 43 years old October 1633. The will of his paternal grandfather, Thomas Burnap, in 1593-4 leaves him the remainder of his freehold property, if alive, and stipulates that the father of John and his brother Thomas (who is given a prior right to the property if alive) shall have the houses and lands to bring them up until they reach the age of twenty-one. He received his early education from Mr. Viall at Royden, Essex, as is shown by the records of Caius College, Cambridge, in which he is described as the son of Thomas Burnappe of Stanstead, Herts. when, at the age of sixteen, he was admitted, Easter 1607, sizar of Caius of his surety — Kidman, B. A. He obtained his degrees of B. A. 1609-10 and M. A. 1613. (Matriculations of Cambridge.)

Venn's "Caius" states that he was Curate of Bennington, Herts., from 1614 to 1629 and 13 January, 1628-9, he was instituted to Aston Rectory, Herts., by Bishop Wil-

liams upon the death of John Gamon, late Rector of that parish. The patron was Sir John Boteler, Kt. (Clutterbuck's Hertfordshire, vol. ii, p. 249.)

He married by license, 27 October 1617, at Watton, Herts., Ellen, daughter of Thomas Young (Yonge) of Bennington, Herts., and 20 October, 1630, his father-in-law made his will as follows:—"In the name of God Amen. 40/- to the poor of Paul's Walden. 20/- to the poor of Bennington. Item I give and bequeath unto my daughter Burnap's children five pounds of lawfull money equallie to bee divided betweene them within one year after my decease. £5 to my son John Young. 20/- to each of the children of my daughter Sibble Bigge. 20/- to each of the children of my daughter Elizabeth Kent. 40/- each to Thomas, John, Nathaniel Young, children of my son Thomas Young. £10 to my daughter Joane Miles. 10/- each to the children of my daughter Alice Miles. Residue to my son George Young and he to be sole executor." Witnesses:—Thomas Bigge, John Bigge.

The above will was proved by said executor 3 May, 1631 (P. C. C. 56 St. John).

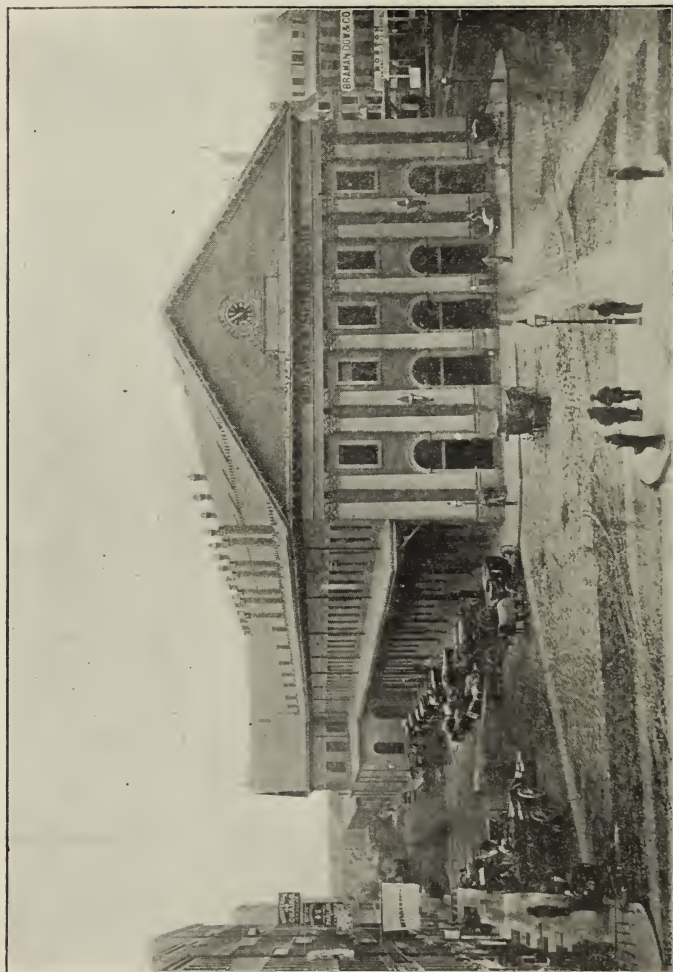
On 4 Oct., 1633 John Burnapp of Aston, clerk, ae. 43, was a deponent in Vanlore v. Caesar, a suit about the tythes of Bennington, etc. (Chancery Depositions Eliz. Chas. I, vol. 3, p. 6.)

Under date of 8 November, 1633, John Cardye of Aston made his will in which appears:—"Item I give unto John Burnapp Clerke Parson of Aston aforesaid twentie shillings to buy him a Ringe" (P. C. C. 79 Seager).

On 13 April, 1638, Joh'es Burnapp, Rector, signed a Church Terrier for Aston (See Herts. Genealogist, vol. iii, p. 70).

In 1646 he signed the petition of Herts. ministers in favor of Presbyterian government (Urwick, p. 460).

(*To be continued*)



THE OLD BOSTON AND MAINE STATION IN HAYMARKET SQUARE, BOSTON

Built in 1845, torn down in 1897,

From a photograph made about 1865

HISTORICAL COLLECTIONS
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THE BOSTON AND MAINE RAILROAD.

A HISTORY OF THE MAIN ROAD, WITH ITS TRIBUTARY
LINES.

BY FRANCIS B. C. BRADLEE.

It has been remarked often that the present Boston and Maine Railroad system, with its thousands of miles of tracks extending through several States, resembles in composition a patch-work quilt, as with the exception of a very small proportion, the road consists almost entirely of a consolidation of small railroads formerly independent of the Boston and Maine and of each other. Strange, also, as it may seem to the present generation, the Boston and Maine in its infancy, eighty-five years ago, derived its name and its corporate existence from an amalgamation of small branch railroads, which amalgamation was considered by our forefathers as tremendous an undertaking, as the huge consolidations of today, and was looked upon with as much suspicion and disfavor.

In order that an intelligent understanding may be had of the company's early history, it will be best to quote the following Acts of Legislature incorporating the various small railroads which made up what was known as the "old" Boston and Maine road:—

ACTS OF MASSACHUSETTS.

An Act, incorporating the Andover and Wilmington Railroad Corporation, passed March 15, 1833.

An Act, authorizing the extension of the above to Haverhill, passed April 7, 1835.

An Act, authorizing a further extension, from Haverhill to the State line of New Hampshire, and changing the name to the Andover and Haverhill Railroad Corporation, passed April 7, 1837.

An Act, changing the name of the Andover and Haverhill Railroad Corporation to that of the Boston and Portland Railroad Corporation, passed April 3, 1839.

An Act, to incorporate the Boston and Maine Extension Railroad Corporation, bringing the road directly into Boston to the terminus in Haymarket square, passed March 16, 1844.

ACTS OF NEW HAMPSHIRE.

An Act to incorporate the Boston and Maine Railroad Corporation, from the State line of Massachusetts to the State line of Maine, passed June 27, 1835.

An Act, to incorporate the Dover and Winipisiogee Railroad, passed July 2, 1839.

ACTS OF MAINE.

An Act, incorporating the Maine, New Hampshire and Massachusetts Railroad Corporation, passed March 30, 1836.

An Act, in addition to the above, passed April 2, 1841, uniting the above-named corporation into one company, by the name of the Boston and Maine Railroad.

The people of Andover, in the year 1833, desirous of obtaining railroad accommodations for their town and vicinity, petitioned the Legislature of Massachusetts for authority to locate and construct a railroad beginning near the South Parish meeting-house in Andover, and thence to the Boston and Lowell Railroad in the town of Wilmington, a distance of less than eight miles. As before mentioned, the charter, under the name of the Wilmington and Andover Railroad Corporation, was approved March 15, 1833. The corporation was organized in June, 1833, and the first report to the stockholders by the directors, Hobart Clark, Abraham Marland, Amos Abbott, John Smith and Merrill Pettengill, was made in a quaint, amusing, and now very rare pamphlet, dated Oct.

21, 1834.¹ The directors at first had hoped to secure the services of Colonel Loammi Baldwin, a distinguished civil engineer, to survey the road, but as he was unable to undertake the work, Mr. Joshua Barney, also well known in his profession, who afterwards conducted the surveys for the Nashua and Lowell Railroad, was engaged.

An exhibit of the probable income of the road was made up by showing the number of stage passengers and freight that had passed from and through Andover from October 1, 1833 to October 1, 1834, as follows :—

"In the Andover stage, exclusive of way passengers, as per way bills,	4,158
"In the Haverhill Company stages during the same time, as also appears from their way bills, . . .	8,706
"The Derry stage, which is only one a day, but was formerly two, and is to be two again soon, is estimated at nine per day, making, during the same period, the number of	2,817
<hr/>	
"Total number of stage passengers,	15,681

The freight tonnage was obtained in the same way, calculating the amount which passed through and from Andover to and from Boston, conveyed in baggage wagons, and amounted to 5,700 tons. Receipts from the above number of passengers and tons of freight per annum was estimated at \$23,160. Toll to be paid the Boston and Lowell Railroad on this amount of business was figured at \$2,594.34, leaving for earnings on the new road \$20,566. The capital stock authorized was \$100,000, a large amount being held by the Andover Academy and Theological Seminary; and the expense of operating this road was calculated to be, including six per cent. interest on capital, salaries, repairs and other contingencies, \$17,008, which netted, after paying all expenses, the sum of \$3,556.41.

It was planned that the road should have a single track, with one or more turnouts, laid with iron rails

¹First Report of the Directors of the Andover and Wilmington R. R. Andover, 23 pp., 1834.

placed on wooden sleepers, with longitudinal sills, the total cost of which was estimated at \$77,002. Very few, if any, iron rails were then rolled in this country, practically all having to be imported from England.

The Andover Branch Railroad was started mainly, if not wholly, with a view to local business, and was entirely dependent on the good will of the Boston and Lowell road for its direct connection with Boston and use of the latter's terminal station there. Nevertheless, that it was considered a formidable undertaking at that time there can be no doubt, as nearly three and one-half years were consumed in its construction. It was, however, after much delay, completed and opened to the public on August 8, 1836.

The only newspaper article on the inauguration of this railroad is a meagre and unsatisfactory account which appeared in the *Salem Gazette*, August 2, 1836 :—

“Andover and Boston R. Rd.

“This road is finished from Wilmington to Andover. The cars were to commence running last week. The Andover route is now only between Wilmington and Andover, a distance of but a little over 7 miles. At Wilmington the road intersects the Lowell road. This road it is expected will be completed from Andover to Haverhill within a year; and will probably terminate at the latter place, not proceeding further north, as was anticipated a year since.”

The two original locomotives on the road were the “Andover” and the “Haverhill,” and they are described as of “the high pressure type, each of 30 horse power,” with two driving wheels. Until about 1848 cabs were unknown on locomotives in New England, the engineers and firemen facing the elements on the open platforms as best they could. In 1837 another locomotive, the “Rockingham,” of exactly the same size as the two earlier ones, was added to the road. These three engines were built by the Locks and Canals Works at Lowell, Mass.

We have no means of knowing what kind of passenger cars were first used on the Boston and Maine, but probably they were much like those on the Lowell road, resembling stage coaches mounted on frames. The wheels were

adapted to the rails, and each car was divided into three compartments, with doors on the sides and the passengers sitting back to back.

During the construction of the Andover branch, the people of Haverhill, moved by a desire to place their own town on an equality with Andover, sought and obtained authority on April 7, 1835, "to extend the same in an easterly direction to the Central Village in Haverhill." This extension was opened to Bradford, on the opposite shore of the Merrimac river from Haverhill, 17 miles from Wilmington, on October 26, 1837. Haverhill, then a small village, gave the railroad but a meagre amount of business. Even after the road was extended across the river to what is now a city of over forty thousand inhabitants, one day's entire receipts for tickets amounted to a sum less than three dollars.

About this time the management of the Andover and Haverhill road began to consider an extension of its lines, and after a series of meetings held at Exeter, Dover, N. H., and other places, the project was evolved of extending the line to the Maine State boundary, to connect there with the Portland, Saco and Portsmouth Railroad, then just chartered in the State of Maine. This would make a through road to Portland, to be called the "upper route," in contradistinction to the "lower route," as the Eastern Railroad, then in course of construction, was called. On April 5, 1837, further authority was obtained to extend from Bradford to the New Hampshire line. The latter State had, as far back as June 27, 1835, given permission to build the road through its territory. Unfortunately at this time the Andover and Haverhill company was in debt, its credit gone, and the directors were supplying its immediate wants by their personal security.

In April, 1838, Thomas West of Haverhill was elected a director, and soon after president; he was a man of great energy, foresight and strength of character, and to him, more than to anyone else, is due the completion of the road soon to be known as the Boston and Maine. To retrieve the company and remove its embarrassments, new stock was issued and sold to the stockholders and others at \$60 per share; this afforded partial relief. New stock

was again issued and sold at auction in Boston at \$72 to \$75 per share. These funds, with a loan of the State credit of Massachusetts of \$50,000, in addition to the \$100,000 previously granted, enabled the company to build a bridge over the Merrimack river at Haverhill and complete the road to South Berwick Junction, Maine, where it connected with the Portland, Saco and Portsmouth Railroad.

It must be remembered that in these early days the only way to obtain funds for a railroad corporation was by means of new issues of stock, or notes endorsed by the directors and principal stockholders. Not until 1854 did the Massachusetts Legislature pass a law allowing railroads to fund their floating debts by means of bond issues. The road was opened to East Kingston, N. H., January 1, 1840; to Exeter, N. H., June 26, 1840; to Newmarket, N. H., July 28, 1841; Dover, to the temporary depot in Coffin's Cut, September 24, 1841; to the permanent depot, July 5, 1842. It finally reached its terminus at South Berwick Junction, February 2, 1843. At this time the present city of Lawrence barely existed, except for two or three houses, and the line of the Boston and Maine did not pass within a mile of it; afterwards the location of the road was changed to include Lawrence, as will be seen later on.

The Portland, Saco and Portsmouth company for thirty years was controlled partially by the Boston and Maine as its connecting link with Portland, so a short account of it may well be included here. On March 14, 1837, the Legislature of Maine incorporated this company with a capital of \$1,390,000, in shares of \$100 each. By its charter the company was to build a railroad beginning at Portland and running through the towns of Scarborough, Saco, Kennebunk, North and South Berwick (South Berwick Junction was 34 miles distant from Portland), Eliot and Kittery, Maine, to Portsmouth, N. H., 52 miles in length, to connect with the Eastern Railroad at the latter place. Work was begun in 1841, and the road opened between Portland and Saco on February 7, 1842. It was entirely completed November 21, 1842, the total cost of construction amounting to \$1,107,240.

On January 27, 1843, the Portland, Saco and Portsmouth Railroad was leased indefinitely to the Eastern and Boston and Maine companies at an annual rental of 6 per cent. with a penalty of \$200,000 on each party for a breach of contract. The road, however, was operated independently, and had its own locomotives and rolling stock, although the latter only amounted to five or six passenger cars and about fifty freight cars, as the trains were almost entirely made up of Eastern and Boston and Maine cars which ran through from Boston to Portland. The Eastern train would be taken over at Portsmouth, and when South Berwick Junction was reached the Boston and Maine train was coupled on, and both trains, drawn by one locomotive, would proceed to Portland, the running time from Boston being five hours and the fare \$4 on either road. The Portland, Saco and Portsmouth locomotives were always very heavy and large to enable them to draw both trains. Their pioneers were the "Casco," "Saco," "York," "Cumberland," "Kennebec" and "Penobscot."

The first station in Portland was of the "dead end" variety, and was situated on Commercial street, near the steamboat wharves. This location, not far from the water front, was of great importance to the railroad in the case of through passengers and freight, as for some years after 1842 there was no connecting railroad in Maine below Portland, and most of the passengers going further east availed themselves of the water route.

When the railroad to Portland was first opened the various steamboat lines running east from Boston kept up a constant and merciless competition, so much so that in order to meet it the three railroad companies, besides controlling the steamboats "Huntress" and "M. Y. Beach" that plied from Portland to Bath and Bangor, were forced to occasionally reduce their fare to \$1 between Boston and Portland. Although the Boston and Maine was joint lessor with the Eastern of the Portland, Saco and Portsmouth, the Eastern, however, always seemed to exert the most influence. Later on it will be seen that the Eastern obtained the sole control of the Portland, Saco and Portsmouth, thus forcing the Boston and

Maine to build their extension from South Berwick to Portland. In April, 1847, a new agreement was made between the Eastern, Boston and Maine, and Portland, Saco and Portsmouth roads, by which the profits of the latter, if they amounted to more than the rates of interest guaranteed, should be divided equally between the two former companies. This was most profitable to the Boston and Maine, as in later years they netted as much as \$50,000 in a single year.

The line of the Boston and Maine to South Berwick Junction was constructed under the superintendence of James Hayward, a director of the company, an eminent civil engineer, whose able associates were John W. Brooks, Israel M. Spelman, afterwards the company's president, and Edward Appleton. All the contract work was executed by Jonathan Crane and his son Edward, of Haverhill, who together at various times completed the entire line. The roadbed of the Boston and Maine was thoroughly gravelled and made elastic and for a long time was considered one of the best in the country. This fine condition of the track and the thorough superintendence it enjoyed made it a remarkably exceptional road as to "accidents," so called, in contrast to the Eastern Railroad, only one severe one having occurred during its entire existence.

From 1839 to 1843 the road was known as the "Boston and Portland Railroad," but in the latter year the more familiar name of "Boston and Maine" was adopted. The original capital of the Boston and Maine consisted of six thousand shares of a par value of \$100 each. On July 24, 1843, the road's first branch, from Rollinsford to Great Falls, N. H., a distance of three miles, was opened. From a time-table dated November 1, 1841, and entitled "Boston and Portland Railroad—road opened to Dover—48 miles from Portland," we learn that trains left Boston "at 7 1-2 and 11 1-2 A. M., and 5 P. M. for Andover, Haverhill, Exeter, New-Market, Durham and Dover" . . . returning "left Dover for Boston (and by connection for Lowell and Nashua) at 5 1-2 and 9 A. M. and 3 1-2 P. M. . . . the depot in Boston is on Lowell street, and passengers taking the cars of this road are subjected to no de-



OLD LOWELL STATION IN BOSTON

Built in 1835 and used by the Boston and Maine until 1845

No 230 P. S. & P. R. ROAD. Fare \$2.

Good for a passage to any Station on the Eastern or the Boston and Maine Rail Road, in the Morning Train of this day only.

Cushman TICKET SELLER.

Notice.

Passengers are not allowed to take, nor will these Companies be responsible for **BAGGAGE** if it exceed **FIFTY DOLLARS** in value, unless Freight on any addition thereto be paid in advance; and this notice forms part of all contracts for transportation of passengers and their effects.

J. RUSSELL, JR., Supt. P. S. & P. R. R.



THE RAILROAD STATION AT PORTLAND

Built in 1842 for the Portland, Saco and Portsmouth R. R. and used by the Boston and Maine R. R. until 1873

tention by change of conveyance. Travellers from the northern and eastern parts of New Hampshire, or from any part of the State of Maine, will find that this route has superior advantages in passing to and from the city of Boston. Merchandize Trains will leave Boston and Dover every morning at 6 o'clock." It is not uninteresting, also, to note that a little later Niles' express had been established on the line of the Boston and Maine and advertised itself in the following quaint way :—

NILES'S EXPRESS TO EXETER, NEWMARKET, AND DOVER, N. H.

The subscriber would give notice that he has commenced running an Express, in connection with the Boston and Portland Railroad, to Exeter, New-Market and Dover, and solicits a share of the public patronage. He has been a driver of the Dover and Boston stage for the last twenty years; he flatters himself that he is favorably known as a faithful carrier and competent to the discharge of any business that may be entrusted to his care. He will leave Boston for Dover every afternoon, at 5 o'clock, and any packages left at No. 11 Elm street by 4 o'clock will meet with attention. All packages for Great Falls, South Berwick, Kennebunk, Saco and Portland, as well as for any of the towns in the N. E. part of New Hampshire, will be taken as above, and forwarded by the several stages which he intersects at Dover.

DANIEL NILES.

Boston, Jan. 26, 1842.

Many if not most of the early railroad conductors in New England were former stage drivers. The companies themselves were glad to employ them, for they were, as a class, responsible men and used to the travelling public and its ways.

Another time-table, dated May 20, 1844, after the road was opened in its entire length, is as follows :—

BOSTON AND MAINE RAILROAD.

BOSTON TO PORTLAND.

Summer Arrangement, 1844.

On and after May 20, 1844, Trains will run daily, Sundays excepted, as follows, viz: Leave Boston for Portland at 7 A. M. and 2½ P. M. Leave Boston for Somersworth (Great Falls), at 7 and

10 $\frac{1}{2}$ A. M., 2 $\frac{1}{2}$ and 6 P. M. Leave Portland for Boston, at 6 $\frac{1}{4}$ A. M. and 4 P. M. Leave Somersworth (Great Falls), for Boston, at 4 $\frac{3}{4}$ and 8 A. M., 3 and 5 $\frac{3}{4}$ P. M.

The depot in Boston is at the foot of Lowell street. . . .

Passengers are not allowed to carry Baggage beyond \$50 in value, unless notice is given, and an extra amount paid, at the rate of the price of a ticket for every \$500 additional value.

Conductors.

Jonathan B. Wadleigh,
Charles E. Dearborn,
Ansell Tucker,

Samuel B. Corliss,
Daniel V. Hoyt,
Joseph L. Smith.

TABLE OF DISTANCES OVER THE BOSTON AND MAINE RAILROAD,
BOSTON TO PORTLAND.

	Miles		Miles
Medford,	5	South Newmarket,	53
South Woburn,	8	Newmarket,	56
Woburn,	10	Durham,	61
Wilmington,	15	Madbury,	63
Ballardvale,	21	Dover,	66
Andover,	23	Somersworth,	69
North Andover,	26	Berwick,	70
Bradford,	31	South Berwick,	74
Haverhill,	32	P. S. and P. R. Rd.	
Atkinson,	36	North Berwick,	76
Plaistow,	37	Wells,	81
Newtown,	40	Kennebunk,	86
Kingston,	41	Saco,	96
East Kingston,	44	Scarborough,	104
Exeter,	49	Portland,	109

CHA'S MINOT, Sup't.

A picture of a train in the original of the time-table shows a more modern type of car than at first used, resembling in a slight degree those of today. These cars had flat roofs and eight wheels each. They were equipped with platforms and the doors were at the ends; the seats were arranged as at present, each car holding from fifty to sixty persons. Among the early locomotive engineers on the Boston and Maine were David E. Carey, Samuel Veazey, Charles H. Sherman and William D. Hall.

The Boston and Maine was fortunate in the selection of its first superintendent, Charles Minot. Mr. Minot

was a native of Haverhill, Massachusetts, his father being a judge of the Massachusetts Supreme Court. The son, also, was educated for the legal profession, but his mind was of a more practical bent, and he learned locomotive engineering, which led to the office of superintendent of the road. He was a man of great executive ability and very much determined in all he undertook. It is said he was quite democratic with his men, meeting them always on an apparent equality. He, however, was high tempered and not to be trifled with in business.

In 1850 he left the Boston and Maine and became superintendent of the Erie Railroad; so popular was he among the employees that several of the Boston and Maine engineers left with him and also joined the Erie. On the latter road Mr. Minot inaugurated the system of dispatching trains by telegraph. He afterwards was general manager of the Michigan Southern road, but finally retired and returned to Haverhill to live, where he died in 1866.

As has been seen, the main line of the Boston and Maine in 1844 extended from Wilmington Junction to South Berwick Junction, a distance of 58 miles, more than double the entire length of the Boston and Lowell Railroad, with which it connected at Wilmington, depending upon the latter road for the prompt and efficient transportation of its passengers and freight to Boston. The Boston and Lowell, then in its glory, cared but little for the Boston and Maine or its business, and by their unwillingness to subject themselves to any inconvenience or delay caused great embarrassment and vexation to the officials and patrons of the latter company.

The urgent necessity of securing an independent line to Boston was so apparent that a petition was presented to the Legislature of Massachusetts asking for authority to build what was known as the "Boston and Maine Extension" from Wilmington to Boston, a distance of fifteen miles. This plan also involved the construction of a bridge across the Charles river. Permission was granted March 16, 1844, work was immediately begun, and the new line opened to a temporary station in Boston, corner of Traverse and Canal streets, early in 1845.

BOSTON AND MAINE RAILROAD.

RULES FOR RUNNING TRAINS, ETC:

1. Train No. 1—Leaving Great Falls at 6 45 A. M., passes No. 3 at Haverhill.
2. Train No. 2—Leaving Haverhill at 6 45 A. M., passes No. 3 at Reading.
3. Train No. 3—Leaving Boston at 7 15 A. M., passes No. 2 at Reading, No. 1 at Haverhill, and No. 4 at Durham.
4. Train No. 4—Leaving Portland at 7 30 A. M., passes No. 3 at Durham, and No. 5 at Reading.
5. Train No. 5—Leaving Boston at 11 30 A. M., passes No. 4 at Reading, and runs only to Andover.
6. Train No. 6—Leaving Boston at 2 30 P. M., passes No. 7 at Dover.
7. Train No. 7—Leaving Portland at 3 P. M., passes No. 6 at Dover, No. 8 at Exeter, and No. 10 at Haverhill. After 6 15 P. M. Train No. 8, has the road from Exeter to Somersworth, and No. 7 will keep out of its way, leaving no station unless it has time to get to the next station 5 minutes at least prior to the time assigned in the next rule, before which, No. 8 cannot leave that station.
8. Train No. 8—Leaving Boston at 3 30 P. M., passes No. 9 at Reading, and No. 7 at Exeter. If No. 7 does not arrive at Exeter by 6 15 P. M., No. 8 will proceed with care, and will not leave South Newmarket before 6 27 P. M., Newmarket before 6 37 P. M., Durham before 6 52 P. M., nor Dover before 7 07 P. M.
9. Train No. 9—Leaving Andover at 3 30 P. M., and after the arrival there of No. 6, passes No. 8 at Reading.
10. Train No. 10—Leaving Boston at 5 P. M., arrives in Haverhill before No. 7 leaves there.
11. Trains No. 1, 2, 3, 4, 6, 7, and 10, will leave their places starting at the hours specified, though trains previously due have not arrived; but other trains must wait the arrival of all trains due before their hours of starting on the same day.
- At 6 A. M., the right of any train of the preceding day, to the road, ceases, and after that hour, the Trains, both Passenger and Freight, will run as if all the Trains of previous days had been regular; and any Trains of the preceding day delayed beyond 6 A. M., will keep out of the way of *all* Trains of the succeeding day.
12. *No* Train will, under any circumstances, pass any station *before* the time prescribed in the time table, and Conductors and Engine Men will be careful that this rule is strictly obeyed.

13. If a train cannot reach the end of its trip, before the time of starting therefrom of one of the Trains named in Rule 11., whose departure should be regularly preceded by the arrival of this first named Train, this Train will be kept back, giving the other train the road; and it will not pass any Station, unless it have time to reach the next Station ten minutes before the time assigned in the time table for the other Train to leave there.

This rule does not entitle a Train to proceed beyond any way station where it should pass a train, but is intended to apply only to cases where one of the above preferred trains would otherwise be delayed in its hour of starting, by some preceding train previously due.

14. Passenger Trains will *not* wait for Freight Trains. Freight Trains *will* wait indefinitely for Passenger Trains, and must be kept out of their way—giving them the road; also, for other delayed Freight Trains.

15. The train first arriving at a Station where another train is expected to pass, will take the turnout; if both trains arrive at the same time, the train *from* Boston will take the turnout, unless it have a special order to the contrary.

16. Conductors will daily compare their watches with the clock in the Boston Depot, which is the standard of time by which all the clocks at the Station-houses, and all the watches of men employed on the railroad, must be regulated.

17. Freight Trains must *never* be run faster than twelve miles an hour, unless, from some unavoidable delay originating after it passed the last station, it shall be necessary, in order to give a Passenger Train the road.

18. Engine men will not start with the train, till they shall be directed by the Conductor, nor until the bell is rung; and they will run the trains as nearly to their time as possible,—neither arriving at the Stations too soon or too late. They will ring the bell at least eighty rods before passing any road-crossing, and continue to ring till they pass.

19. All roads are to be passed carefully, so as to avoid frightening horses; and the following roads are to be crossed at a rate of speed not exceeding six miles per hour, viz:

Travers and Causeway Streets in Boston; Prison Point bridge and the Cambridge road in Charlestown; the roads within one quarter of a mile of Andover Depot; Essex and Winter Streets in Haverhill; the Hampstead road in Plaistow; Middle Street, in Exeter; the Dover road in Newfields; Franklin Street, in Dover, and the road in Berwick.

BOSTON & MAINE RAIL ROAD

TIME TABLE FROM BOSTON

	No. 3.	No. 5.	No. 6.	No. 8.	No. 10.
Boston	7.15	11.30	2.30	3.30	5.00
Malden	7.27	11.42	2.42	3.42	5.12
N. Malden.....	7.32	11.47	2.47	3.47	5.17
S. Reading.....	7.38	11.53	2.53	3.53	5.23
Reading.	7.47	12.02	3.02	4.02	5.32
Junction.	7.57	12.12	3.12	4.12	5.42
Ballardvale.....	8.07	12.22	3.22	4.22	5.52
Andover.....	8.12		3.27	4.27	5.57
N. Andover.....	8.18		3.33	4.33	6.03
Plaistow.....	8.36		3.51	4.51	
Newtown.....	8.46		4.01	5.01	
E. K. Wood.	8.52		4.07	5.07	
house.....	9.02		4.17	5.17	
Exeter.....	9.15		4.30	5.30	
S. Newmarket.	9.23		4.38	5.38	
Newmarket.....	9.30		4.45	5.45	
Durham.....	9.40		4.55	5.55	
Dover.....	9.54		5.09	6.09	
Somersworth....	10.03		5.18	6.18	
S. Berwick.....	10.07		5.22		

TIME TABLE TO BOSTON

	No. 1.	No. 2.	No. 4.	No. 7.	No. 9.
Portland.....			7.30	3.00	
S. Berwick.....	6.51		9.15	4.45	
Somersworth....	7.00		9.22	4.52	
Durham.....	7.12		9.37	5.07	
Newmarket....	7.24		9.50	5.20	
S. Newmarket.	7.30		10.02	5.32	
Exeter.....	7.42		10.08	5.38	
E. K. Wood.			10.20	5.50	
house.....	7.54		10.32	6.02	
Newtown.....	8.04		10.42	6.12	
Plaistow.....	8.10		10.58	6.18	
Haverhill.....		6.45	11.00	6.30	
N. Andover.....	8.40	7.03	11.18	6.48	
Andover.....	8.48	7.11	11.25	6.53	3.30
Ballardvale....	8.53	7.16	11.31	7.01	3.35
Junction.....	9.00	7.23	11.38	7.08	3.42
Reading.....	9.13	7.36	11.51	7.21	3.58
S. Reading.....	9.18	7.41	11.56	7.26	4.03
N. Malden.....	9.24	7.47	12.02	7.32	4.09
Malden.....	9.29	7.52	12.07	7.37	4.14

20. Every Engine man, in approaching a road or switch, should move at a moderate speed, and see that the way is clear before he reaches it. If the switch be not seen by its lever to be right, he should stop till he is sure,—and no excuse will be admitted for running off at a switch left on the wrong track, unless it be at night, or in a very unusually dense fog.

21. A red flag by day and a lantern by night, when shown on the track, are signals of danger, and, when seen, the train must stop.

22. If a train break down or stop on the road, a man *must* be sent with a flag or lantern, backwards or forwards, as the case may be, to warn any approaching train; and if any train, followed by another, be delayed on the road, at or near the time and place when and where the other may be expected to overtake it, a man must be sent back from the delayed train to warn the other of the danger.

23. If a train is delayed from any cause on the road so that it cannot reach the next turnout within the time for which it is entitled to the road, it must be backed to the nearest turnout, and there wait the passing of the train then entitled to the road.

24. Trains running at night, if they are to be followed by another train, *must* have a good light hung behind, to warn the train that may follow. In case whenever an extra train or engine is to follow another, notice must be given of the intention to the forward train.

25. Whenever a train passes another at a Station, it will pass it very slowly, not exceeding four miles per hour.

26. The draws on the bridges must be passed slowly, and with great care, and the Engine man must be sure of the situation of the targets on them at a sufficient distance to stop the train in case they are not right.

27. No train will cross the Fitchburg Railroad, unless the telegraph at the intersection is in a vertical position; when it is horizontal, the train must stop.

28. *Carefulness, ALWAYS*, is earnestly enjoined on all.

29. In case of any *uncertainty*, a man must be sent with a signal forwards or backwards, as the case may be, and *kept* at least one hundred rods distant, until the danger is over.

CHAS. MINOT, Sup't.

October 20th, 1845.

A permanent station, the well-known brick building in Haymarket Square, so long in existence, was first used on October 20 of the same year.

The granting of permission by the Legislature to build a new railroad leading directly into Boston caused great excitement at the State House and the measure was bitterly opposed by the Boston and Lowell Railroad management on the ground that the State had promised the Lowell company that, for thirty years, no parallel road should be constructed within four miles on either side of its line. When first built, the Haymarket Square station was the largest in Boston and considered one of the finest in the country. There were two tracks in the train shed, convenient waiting and eating rooms for travellers on the lower floor, while the company's offices were located on the second floor. The amount of business then transacted by the Boston and Maine may be judged by the fact that for some years after the station was built part of the upper floor was rented for a carpet shop.

In 1867 the station, which previous to that time was only 261 feet long from the Haymarket Square front, was extended to Traverse street and a third track built in the train shed. When the Boston and Maine first entered Boston on its own tracks there was a city ordinance forbidding locomotives to cross Causeway street. Accordingly for many years the trains were hauled in and out of the Haymarket Square station by means of horses, and there are men still alive who remember the old passenger cars fitted with ringbolts for the hooks of the towlines.

The following incident, taken from the *Salem Gazette* of September 28, 1855, is well worth reproducing, as it illustrates some of the curious accidents that happened when railroads were comparatively new :—

SINGULAR RAILROAD ACCIDENT.—Yesterday forenoon an accident of a very singular nature occurred on the Boston and Maine Railroad, near the Boston depot. A train was proceeding into Boston, when,—a sufficient momentum to carry the cars to the point where the horse power is applied, having been attained,—the engine was unhitched from the train, and was proceeding forward, when the engineer discovered that the switch had not been properly changed, and reversed his engine, which met the coming train.

When they perceived that a concussion was inevitable, the engineer and fireman jumped off. When the train struck, the force turned the valve so as to again let the steam on, causing the locomotive to again start forward "on its own hook," and soon to gain a rate, we understand, of forty miles an hour. A switchman who perceived the engine dashing forward so rapidly, naturally supposed something to be wrong and very prudently disconnected the track by turning the switch, which turned the engine off, plunging it into the ground.

Had the engine proceeded into the depot at its furious rate, the damage and perhaps loss of life might have been very great. It was certainly an accident of a very singular nature.

The Haymarket Square station was used until the completion of the North Station in 1894; it was finally torn down in 1897 to make way for the present branch of the Boston City Hospital.

At the time of the extension of the road from Wilmington to Boston, Lawrence had begun to show signs of becoming a prosperous manufacturing town; the Essex Company had settled there and commenced an extensive outlay of capital. The directors of the Boston and Maine, with commendable foresight, realized that Lawrence would, in the future, require greater railroad facilities, and so on March 3, 1846, obtained the approval of an act changing the location of the road between Andover and North Andover, running down the valley of the Shawsheen river to a point near Andover bridge; thence along the south bank of the Merrimack river to the old line of the road at North Andover, building a new bridge across the Merrimack to deliver passengers in Lawrence directly upon its north bank.

The new line was completed and opened to the public on July 3, 1848. It was built with one track only, the double track at that time extending only as far as Reading, twelve miles from Boston. It was furnished with 60-pound T rails, but the culverts and bridges were constructed for the future reception of a double track. These two extensions of the Boston and Maine had meant the construction of 26 miles of new road and necessitated the removal of the company's repair and car shops from Andover to Lawrence. The outlay of capital had been

large and was met by the issue, at par, of 3,410 shares of stock.

Two branch roads were also constructed by the company at this time, the Medford branch and the Methuen branch. The Medford branch, which extended from Medford Junction on the main road, now called Wellington, three and one-half miles from Boston, to Medford, a distance of two miles, was opened March 1, 1847. It proved a wise investment, as it resulted in a large suburban business, which, however, has fallen off of late years owing to the extension of the trolley cars. The other line, known as the Methuen branch, ran from the south bank of the Merrimack river at Lawrence to the State line of New Hampshire, a distance of two and three-quarters miles. This branch formed part of a railroad twenty-seven miles in length connecting Lawrence and Manchester, N. H., but owing to the different State laws, it was thought best to divide it into two distinct corporations. It was opened on August 27, 1849, but the next year the Boston and Maine very foolishly leased their part of the road to the Manchester and Lawrence Railroad Company. It turned out that the route to Boston was five miles shorter via this line than by way of Concord and Lowell, and in 1867 the Manchester and Lawrence road was leased on a ten per cent. basis to the Boston and Maine's then bitter enemy, the Concord Railroad. Eventually, however, on June 29, 1895, the Concord Railroad itself was leased to the Boston and Maine, and on this occasion the Manchester and Lawrence paid a cash dividend of fifty per cent.

The extensions and additions to the road encountered much and bitter opposition from minority stockholders, who could not foresee the future wants of the company. However, the Boston and Maine became a financial success from the time it entered Boston on its own tracks. Its stock gradually advanced to twenty-five per cent. above par.

The break-down of Hudson, the great railroad king in London, led to a corresponding panic in railroad securities in this country, and the stock of the Boston and Maine road fell to 85 or 90. In their alarm the minority stockholders appointed a committee of investigation, a common



LOCOMOTIVE "MEDFORD," AND THE FIRST TRAIN ON THE MEDFORD BRANCH, 1847

From a watercolor sketch

occurrence in the early days of railroads when the stability of the investment was still doubted. Edward Crane of Haverhill was appointed chairman, and the committee in its report, May, 1849, suggested to the stockholders that if they would preserve the value of their property they should keep the control of the increase of capital stock in their own hands, and never trust it primarily to the board of directors. After the adoption of a more conservative policy, the affairs of the corporation went on prosperously for many years.

The report of the investigating committee of 1849 also reveals many interesting and valuable facts connected with early railroading which are well worth mentioning. There were then 45,000 shares of stock issued by the Boston and Maine and owned by people of the three States of Massachusetts, New Hampshire and Maine. The books showed an expenditure, from the beginning of the road to June 1, 1849, of \$843,532.27. Of that amount bridges had cost \$358,683; depots, engine houses, machine shops and other buildings, \$404,854, and land and fencing and rolling stock the balance. At that time the road employed 430 persons, and, in view of its development since, the list is interesting. In the superintendent's office there was a cashier who was paid \$1,000 a year, two clerks at \$480 each, and an office boy at \$180. There were nine conductors on passenger trains, five being paid \$50 a month, one employed at \$45 a month, two at \$41.67, and one at \$35 a month. Of the four freight conductors one was paid \$45 a month and three \$40. There were twenty-four ticket agents, the highest salaried man being the official at Boston at \$60 a month. Those at Lawrence and Great Falls received \$50 a month, while Andover, North Andover, Exeter, Newmarket and Dover paid \$40 a month; Somerville, South Reading, Reading, Haverhill and Rochester paid \$35 a month; Medford, \$33.99; Malden, Ballardvale, Durham and Salmon Falls, \$30; Melrose, Plaistow, East Kingston and South Newmarket, \$20; Bradford, \$16; and Newton, \$13. Thirty-seven men were employed at the freight house in Boston, and fourteen at freight houses elsewhere on the system, laborers receiving no more than \$1 a day.

There were six train baggage masters at \$35 a month, five depot baggage masters at \$25 to \$35 a month; four porters at stations, ranging from \$26 to \$30 a month; ten watchmen ranging from \$26 to \$30 a month; thirteen switchmen, ranging from \$15 to \$33.33 a month, the highest paid man being at Boston; seventeen engineers, eleven of them at \$60 a month, one at \$50, one at \$45, and three at \$40; fourteen firemen, eleven of them at \$30 a month and three at \$26; fourteen brakemen, thirteen at \$30 a month and one at \$26; eight gatemen, paid from \$26 to \$30 a month; thirty-one woodmen, receiving from four shillings and six pence to eight shillings a day (it is curious to note that for several years after 1849 the Boston and Maine continued to pay some of its minor employes in the old-fashioned New England shillings and pence); sixty machinists, car repairers and blacksmiths at the company's shops in Lawrence were paid from 66 cents to \$2.20 daily; two roadmasters received \$750 a year each; one wood agent, who attended to the purchase of all the fuel for the locomotives, was paid \$1,000 a year, and the master of transportation got \$900 per annum. The superintendent, who practically managed the whole road, was paid \$2,000 a year; the president, \$2,000; the treasurer, \$1,500.

In 1849 the Boston and Maine owned thirty-five passenger cars appraised at \$51,265, and sixteen baggage cars valued at \$9,052. The locomotives consisted of the "Andover," "Haverhill," "Rockingham," "Cocheco," "Augusta," "Dragon," "Portland," "Reading," "Malden," "Goliath," "Antelope," "Bangor," "Massachusetts," "Norris," "Lawrence," "Medford," "New Hampshire," "Maine," and Nos. 21, 22, 23, 24, 25, 26, not named, which, with their tenders and other appurtenances, were valued at \$121,050.

Like many other railroads at this time, the Boston and Maine built most of its locomotives and cars in its own shops at Lawrence, as the committee of investigation found that by so doing a better grade of rolling stock was produced and at a cheaper price than it could be obtained from the best manufacturers. Another result of the committee of investigation was the resignation of Messrs.

Thomas West and Charles Minot, the president and superintendent, and the election of Messrs. John Howe and Thomas L. Williams to fill their places.

In 1848 the Massachusetts Legislature chartered a railroad which was to be built from South Danvers, now Peabody, to South Reading, a distance of eight miles, there to connect with the Boston and Maine. By using the Salem and Lowell Railroad track between Peabody and Salem, the new road afforded another means of communication between Boston and Salem. In fact, the South Reading Branch Railroad, as it was called, was initiated largely by capitalists of the latter city; David Pingree was its president, and D. N. Pickering, superintendent. The road was opened to the public August 31, 1850, using the Salem and Lowell station in Salem. As its equipment was of the best and its fares lower than the Eastern, it did not take long for the travelling public to avail themselves of the new line. Its competition proved a terrible "thorn in the side" of the Eastern Railroad, and during 1851 the directors of the latter company managed by underhand means and by paying an exorbitant price, \$110 a share, to acquire the controlling interest in the South Reading road. At its next annual meeting the independent management was turned out and various directors and officials of the Eastern were installed in their places.

Soon after, the time-table was arranged to discourage travel to Boston by means of the South Reading road and to keep it on the main line of the Eastern. This little episode may be said to mark the beginning of nearly forty years of bitter warfare between the Boston and Maine and Eastern Railroads. The latter corporation accused the Boston and Maine management of building or fostering branch roads, the sole object of which was to tap traffic from their road. Be that as it may, the suicidal rivalry led to an expenditure by both companies of about \$16,000,000, without any corresponding benefit to the public. In the early 1870's, when the competition was at its worst, the Boston and Maine added \$6,000,000 to its debt, while the Eastern increased its obligations to nearly \$10,000,000. The good condition of the Boston

and Maine and its superior financial management, to which may be added its exemption from official dishonesty and corruption which bore down on some other roads, enabled it to endure this immense burden without a collapse, but after all it was a heavy drain and one which was felt in later times.

The Boston and Maine was particularly fortunate in its route, running as it did through thrifty places just remote enough from the coast not to have the competition of water freights, which drained somewhat from the principal stations of the Eastern road; and the development of its local business was immense, under generally liberal management.

For some time previous to 1846 the citizens of Newburyport had harbored a grievance against the Eastern Railroad, and at last a plan was conceived of building a railroad that should connect the city with the Boston and Maine road at Lawrence, and also develop transportation in the interior of Essex County through Georgetown, Groveland and Haverhill. The promoters of the new road aimed to control the traffic of the Merrimack valley, and it was hoped that Newburyport thereby would regain in part her earlier importance as a terminal point for trade. A steamboat line which had been operated on the Merrimack river between Haverhill and Newburyport had proved a wise investment, and by means of the proposed railroad it was hoped to obtain this traffic, and at the same time replace the heavy teaming between Lawrence and Newburyport by the improved methods of transportation by rail.

The town of Georgetown, at this time, was interested extensively in the manufacture of boots and shoes, and as the railroad was to supply a means whereby the raw material and the finished product could be quickly transported, a large number of prominent citizens were interested in the enterprise. It was largely due to subscribers in Georgetown that the railroad was finally completed. Some of the early meetings, prior to the incorporation of the railroad company, were held in Georgetown, and afterwards many of the annual meetings also took place in Tenney's hall in that town.

NEWBURYPORT AND DANVERS & GEORGETOWN RAILROADS.

NEW & MIDDLE ROUTE BETWEEN BOSTON & NEWBURYPORT

VIA.
GEORGETOWN, TOPSFIELD AND DANVERS,
Connecting at WEST DANVERS with Trains to and from SALEM.
Trains from BRADFORD and GROVELAND connect with this line
at GEORGETOWN for BOSTON.

Depot in Boston, - Boston and Maine Depot, Haymarket Square.
" Bradford, - - - - - At Haverhill Bridge.
" Newburyport, - - - - - West of the Tunnel.

FALL ARRANGEMENT.

ON AND AFTER MONDAY, OCTOBER 23, 1854.
TRAINS LEAVE

FOR BOSTON.				FROM BOSTON.			
NEWBURYPORT,	7.45, 11.00 A.M.,	1.45, 5.00 P.M.		BOSTON, - -	8.05 A.M., 12.00 M.,	3.00, 5.30 P.M.	
BYFIELD - - -	7.57, 11.12	1.57, 5.12		W. DANVERS, -	8.45	12.35	3.35, 6.05
HAYER'L BRIDGE, 7.45, 11.00		1.45, 5.00		N. DANVERS, -	8.54	12.41	3.44, 6.15
GROVELAND, - -	7.50, 11.05	1.50, 5.05		TOPSFIELD, -	9.03	12.50	3.53, 6.32
GEORGETOWN, -	8.03, 11.18	2.03, 5.18		BOXFORD, - -	9.18	1.08	4.08, 6.39
BOXFORD, - - -	8.09, 11.25	2.09, 5.25		GEORGETOWN, -	9.25	1.15	4.15, 6.46
TOPSFIELD, - -	8.18, 11.34	2.18, 5.34		GROVELAND, -	9.31	1.21	4.21, 6.52
N. DANVERS, - -	8.33, 11.50	2.35, 5.50		BYFIELD, - - -	9.32	1.21	4.21, 6.52
W. DANVERS, - -	8.42, 11.58	2.43, 6.00		HAY'L BRIDGE, -	9.36	1.26	4.26, 6.57
Arrive at BOSTON, 9.19 12.40		3.23, 6.40		Ar. at NEWBPT, 9.43	1.33	4.33, 7.04	

NEWBURYPORT AND BRADFORD.

TRAINS LEAVE NEWBURYPORT FOR BRADFORD at 7.45 and 11.00 A.M., 1.45 and 5.00 P.M.
" " BRADFORD FOR NEWBURYPORT at 8.40 A.M., and 1.45, 3.55 and 6.20 P.M.
" Leaving NEWBURYPORT at 7.45 and 11.00 A.M., and 5.00 P.M., and BRADFORD at 8.40 A.M.
3.45 and 6.20 P.M., connect with Trains on the Boston & Me. Railroad to and from LAWRENCE, and the West
and North; also, with Trains going East.

GEORGETOWN AND HAVERHILL BRIDGE.

TRAINS leave GEORGETOWN for HAVERHILL BRIDGE at 8.05, 9.25, 11.19 A.M. and 1.15, 2.03, 4.15,
5.18 and 6.46 P.M.
Leave HAVERHILL BRIDGE for GEORGETOWN at 7.45, 8.25, 11.00 A.M., 12.55, 1.45, 3.50, 5.00, 6.20 P.M.

Passengers are not allowed Baggage above \$50 in value, or 80 lbs. in weight, without extra charge. For
further particulars, see Railway Guide.

C. S. TENNEY, Sup't.

GEORGETOWN, OCTOBER 18, 1854.

PRINTED BY G. B. BROWN, No. 1 WATER ST., BOSTON.

On March 11, 1846, the Massachusetts Legislature passed an act establishing the Newburyport Railroad Company, the incorporators being Dennis Condry, John Huse, Enoch S. Williams, John Wood and Edward S. Moseley. They were given the right to construct a railroad "from Newburyport to or near Georgetown Corner, . . . beginning at some convenient point between the Newburyport turnpike and the present Eastern Railroad depot . . . thence southeasterly over or near Common Pasture . . . to a point near the head of the Downfall Road . . . thence continuing southwesterly crossing Parker River near Pearson's Mills, in Byfield, thence north of the Georgetown road, passing near Dole's Mills in Georgetown at or near a point of land of Daniel Pusey, about one-fourth of a mile northeast of Savory's Hotel in said Georgetown." The capital stock was to be 2,000 shares of \$100 par value. The organization and location of the road was to be effected before September 1, 1847, and the construction was to be completed before September 1, 1849.

Owing to hard times and the stringency of the money market, it was found to be very difficult to raise sufficient capital to build the Newburyport road, and in January, 1850, it was reported that the work on the railroad had been "prosecuted during the year as rapidly as the means of the company would permit, and at the present time the whole section of 8 miles and 179 rods from Newburyport to Georgetown is in such a state of forwardness that a few weeks of favorable weather will suffice to place it in running order." The total expenditures to date had been \$66,504.66. The rails on this road weighed only 50 pounds to the yard, which was even then eight or ten pounds lighter than the rails ordinarily used at that period. In the *Newburyport Herald* for May, 1850, is found the first notice of train service on the Newburyport Railroad, as follows:—

On and after Thursday, May 23, Passenger and Merchandise trains leave Georgetown for Newburyport at 7½ A. M., 10½ A. M., and 4½ P. M. Leave Newburyport for Georgetown at 9 A. M., 2½ P. M., 6½ P. M. All the trains will stop at Pearson's Mills Village. On Wednesday, May 22, the stockholders will pass over the road,

and trains for their accommodation will run as follows: Leave Newburyport for Georgetown, 10 A. M., 1 P. M., 3 P. M. and 5 P. M. Leave Georgetown for Newburyport, 12 M., 2 P. M., and 4 P. M. Stockholders can receive tickets by calling on Thomas Davis, at the Railroad office, corner Essex and State Streets.

For the privilege of using the Eastern Railroad station and a small part of their track at Newburyport, the Newburyport Company paid \$2,350. The first accident on the road occurred July 18, 1850, when a train was thrown from the track by coming in contact with a cow, and conductor Benjamin Hilliard, in jumping from the platform of the passenger car, was struck by the car and instantly killed. As fences along the right of way were not constructed in some cases, the cows in feeding wandered on to the tracks, and it was no uncommon thing to strike two or three of the animals on the way to Newburyport from Georgetown. These were the days of hand-brakes, applied by the fireman on the tender and by the brakeman on the passenger cars, one short sharp whistle from the locomotive being the signal for "brakes," and as these never seem to have worked very well, the train collided with the cows, even though they were noticed on the track some yards ahead.

It may be said that the Newburyport Railroad was of the distinctly "one-horse" variety and a constant source of jokes. The slowness of the road was a byword, and it is said that on one occasion the train was so late in arriving at Byfield that many of the citizens gathered at the station to ascertain the cause of its tardiness. Much was their surprise when, at last, conductor Nathan Carter was seen coming up the track with a halter thrown over the smokestack of the engine, leading in the train. The finances of the Newburyport Railroad were in such an uncertain state that all its locomotives and rolling stock were purchased at second hand, having been discarded by other roads. Their locomotives consisted of the "Medford" and "Rockingham," bought from the Boston and Maine, the "Cocheco" and the "Bunker Hill"; the latter was a ten-ton engine built in 1841, and acquired from the Fitchburg road; it distinguished itself by finally blowing up on September 10, 1853, and killing its unfortunate

fireman. Before the road from Newburyport to Georgetown had been actually finished, a public meeting was held in Bradford, May 22, 1850, "to take measures in aid of extending the Newburyport Railroad from Georgetown to Bradford." It would seem that the latter corporation, in anticipation of this event, already had secured permission from the Legislature to unite with the Georgetown Branch Railroad, which was to run from Bradford to Georgetown Corner, and had been chartered March 11, 1844, but not constructed.

Work was begun on the new extension of the road and the construction of it was pushed as fast as the very difficult problem of financing could be satisfactorily solved. On September 1, 1851, the roadbed "had been completed from Georgetown to Haverhill bridge," but was not in good running order the entire distance to Bradford. The fifteen miles from the Eastern Railroad station in Newburyport to the Boston and Maine station at Bradford, had cost about \$225,000, or "\$15,000 a mile with equipment complete." This was believed to have been lower than the cost of any other road in New England. The money market had been tight, which forced the directors to sacrifice much on the discount on the sale of the company's notes, and the land damages, which amounted to \$25,000, were more than double what had been at first anticipated. On September 15, 1851, a train was run "from the bridge to Georgetown," to accommodate the stockholders who attended the annual meeting, it being "the first time the passenger cars have run to Haverhill," according to the *Newburyport Gazette*.

While the road was opened to Bradford for public travel on September 22, 1851, the trains did not run regularly until the latter part of October. A portion of the roadbed was at sub-grade; the depot buildings were not completed; and the arrangements which the directors had been able to effect with the Boston and Maine and Eastern companies at the termini were unsatisfactory and unfavorable. At this time the running expenses of the road, including salaries of the superintendent and treasurer, fuel, oil, etc., engineers, firemen, conductors, brakemen, switchmen, ticket masters, road master and three men,

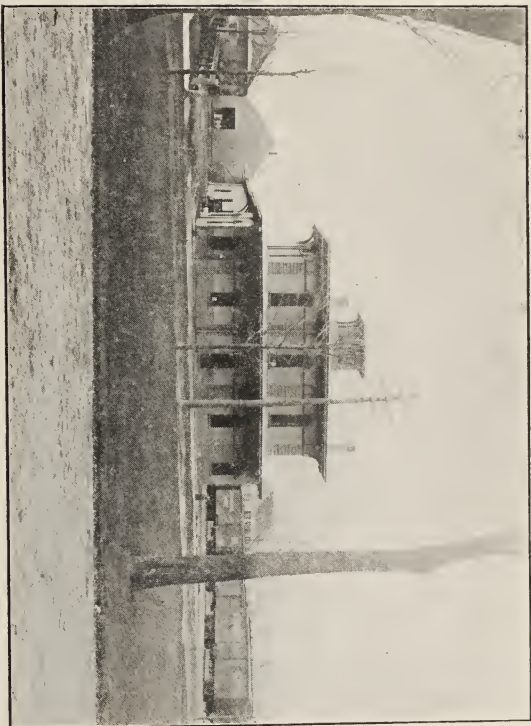
two repair hands, sawing wood, etc., amounted to \$37.59 a day.

The total income amounted to \$83.05 daily. The equipment of the Newburyport Railroad consisted of "Three Locomotive Engines, Three Passenger cars, One eight wheel Baggage Car, one four wheel Baggage Car, four eight wheel House freight cars, two four wheel House Freight Cars, Four eight wheel Platform Cars, Two four wheel Platform Cars, Nine Gravel Cars, Two Hand Cars, and One Iron Car." The company's entire capital when united with the Georgetown Branch Railroad was \$300,000 but only \$131,000 was paid in, while the total cost of construction was \$255,613.

It was not long after the road had been completed before Haverhill began to complain because all the freight for that city had to be teamed across the bridge, for the right to extend the road across the Merrimack river into Haverhill was not granted till March 16, 1855. Naturally the result was a great loss of freight for the railroad. Shortly before this more trouble was occasioned the already sorely burdened Newburyport Railroad by the refusal of the Eastern Railroad to let them share the use of their Newburyport station. They accordingly were forced to build one of their own, situated near the Mall on High street, and only reached by crossing the Eastern Railroad tracks. After the consolidation of the Eastern and Boston and Maine roads in 1890, this structure was changed to a freight house, and is still used as such.

On May 7, 1851, the Danvers and Georgetown Railroad Company was chartered "to construct and maintain a railroad, commencing at some convenient point in Georgetown, thence running through Rowley, Ipswich, Boxford, Topsfield, Wenham, or any of the said towns, to the village of North Danvers, there to enter upon and unite with the Essex Railroad at some convenient point." The capital stock was to be \$130,000. At the annual meeting of the Newburyport Railroad, held in September, 1851, at Newburyport, the directors "were requested . . . to petition the next Legislature for authority to unite the Newburyport Railroad Company with the Danvers and Georgetown, . . . provided the Danvers and Georgetown join in such application."

(To be continued)



NEWBURYPORT RAILROAD COMPANY'S STATION, HIGH STREET, NEWBURYPORT

Built in 1854, now used as a freight house

THE BURNAP-BURNETT GENEALOGY.

BY HENRY WYCKOFF BELKNAP.

(Continued from Volume LVI, page 240.)

The Commissioners appointed by the Parliament in the year 1650 to enquire into the state of ecclesiastical benefices found that this (Aston) Rectory was a parsonage presentative worth £120 a year and that Mr. John Burnapp was the incumbent (M. S. Survey in Lambeth Library, quoted in Clutterbuck's Hertfordshire, vol. ii, p. 248).

The will of John Burnap: "In the Name of God Amen. John Burnapp of Aston, Herts., clerk, infirme and sickly in body. To be buried in Aston Chauncell as near unto my deceased wife as conveniently may be. £3 to the poor of Aston. £250 to my son Thomas to be laid out in merchantable commodities and wares and so *sent into New England to my said son* at three several times within four years. £5 to my old servant Margaret Hunt, and my son John to be helpful and kind unto her. 20/- to my servant Thomas Thorpe. 10/- to my servant James Humfrey. 10/- to my servant Mary Cann. All the children of my brother Thomas Burnapp and of my deceased brother Abraham Burnapp and of my sister Perry 20/- each. Nathaniel Dodd of Bennington, Herts., clerk, and Henry Chauncy of Yardly, Herts., Esquire to be Overseers and 40/- to each of them. My son John to be sole executor and to him I leave the residue including my lands." Witnesses:—Henry Chauncey, John Humberstone, Thomas Thorpe (who made his mark).

Codicil made at the same time as the will:—£50 more to my son Thomas, making £300 of which £300 my son John has by appointment already laid out £120 on goods which are now "ashippinge" to New England. The will is sealed with a seal bearing within an octagonal frame a bird on her nest feeding her three young.

On 10 March, 1653-4, the above will was proved at

Westminster by John, the son and executor named. During the Commonwealth, 1649-60, all wills were proved in the Prerogative Court of Canterbury and this will may be found registered twice in error, viz., 190 and 193 Alchin.

There is no monumental inscription in Aston Church to the memory of the Rev. John Burnap or to that of his wife or either of his two sons, Caesar or John, though they were all buried there. John, the father, was buried 13 April, 1653 and Ellen "ye wife of John Burnapp, Rector Ecclesia (*sic*) was buried ye 8th. Novembr. 1652."

Children:—

25. JOHN, born after 1617, died in 1674.
26. CAESAR, named evidently after Sir Charles Caesar, Kt., of Bennington, buried 29 September, 1651.
27. THOMAS, baptized 30 June, 1630, at Aston, died 26 March, 1691, at Reading, Massachusetts.

14. ABRAHAM BURNAP, born about 1594, as is supposed, because he is not named in the will of his grandfather, Thomas Burnap. He lived in Stanstead Abbots and he was married by license 26 June, 1621, to Susanna Adams of Gilston, Herts., as appears by the parish register there. His brother the Rev. John Burnap refers in his will to "all the children of my deceased brother Abraham Burnapp," in 1653, and from the will of his widow it is evident that he left a will himself, but as it is not to be found we may presume that he died between 1631 and 1649, during the period for which the records of Arch. Mddx. & Herts. are lost.

The will of Susan Burnap: "In the Name of God Amen. The 5th. day of June 1663. Susan Burnapp of Stansted Abbott, Co. Herts., widow. Unto my two sons Jacob Burnapp and Joseph Burnapp the messuage or tenement where I now dwell in Stansted Abbott called Curtice garden with two acres of arrable land, being freehold, in Wallett's Feild in the said parish, they paying unto my daughter Dorothy, the wife of Thomas Hyde, £20 being a legacy formerly given by my husband Abraham Burnapp deceased, and paying to my two sons Thomas Burnapp and Isaack Burnapp £10 each.

"Unto my son Abraham Burnapp a wainscoat settle. Unto my son John Burnapp one table and frame and one forme as they now stand in the hall where he now liveth. Unto my son Daniell Burnapp twelve pence. Unto my grand-child John Hocklie £13:6:8 at 21 years of age. Residue to my said sons Jacob and Joseph and they to be executors. My sons John and Thomas to be Overseers. Testatrix makes her mark. The will is sealed, but the impression is now obliterated." Witnesses:—John Browne, Thomas Kay, John Davis (who makes his mark).

The above will was proved, 25 June, 1664, by the sons Jacob and Joseph (Arch. Mddx. Essex & Herts. Filed Will). They swore her goods at £85:4:4. (Probate Act Book of said Court 1664, p. 9.)

Children:—

28. THOMAS.
29. ABRAHAM.
30. ISAAC, died Feb., 1705-6.
31. JACOB, died May, 1685.
32. JOSEPH.
33. JOHN, died Sept., 1680.
34. DANIEL.
35. DOROTHY.
36. A daughter who married — Hocklie.

As this branch has not been carried beyond these children and does not concern the American branch, further details are omitted here.

15. SARAH BURNAP married Thomas Perry and her children received 20/- each in the will of her brother, the Rev. John Burnap, in 1653.

"In 1621-2 Gilston, Herts. Register, Sara, daughter of Mr. Thomas Perry or Proctor of Sabridgeworth, whose mother was Sara Burnatt, was baptized 31d March." (Entry badly written but names thought to be as above.)

16. ROBERT BURNAP, born about 1595, lived at Hoddesden End, Great Amwell parish, next to Stanstead Abbots, and emigrated to New England in 1638. His baptism does not appear at Great Amwell nor was he married there, but if at Stanstead Abbots then it will not be found as the records before 1678 are lost. In 1634, he buys, "one messuage one orchard and one garden," etc., in Amwell

from John Morley, Martha Morley (wife of John) and Thomas Bannister.

The son John was evidently the last child born in England, and in 1638 Robert, senior, decides to try his fortune in the New World. Selling to William Allen and Joan his wife, the small home which he had bought in 1634, they and their four surviving children, Robert, ae. 11, Isaac, ae. 8, Anne, ae. 6 and Edward, ae. 2, leave for America. Before going it is possible that he visited his brother, the Rev. John Burnap at Aston Rectory, and suggested that when John's son Thomas, then ae. 8, came of age he would try to find an opening for him in New England. As seen by his father's will, Thomas was in New England in 1653, then ae. 23.

Robert had married, about 1625, a wife whose name was Ann, but whose surname has not been found and Pope in his "Pioneers" says that he had a wife Margaret Davis, but there is no other evidence of it. Pope is also authority for the statement that he settled in Roxbury, which is borne out by the records of that town and we know that he was in Reading, about 1646-52. He was a proprietor in Roxbury in 1640 and he drew ten acres in 1652, as appears in the earliest list of the inhabitants now existing.

In several deeds, partly undated, his name appears, as for example in one of Mr. Thomas Dudley, Esq.'s, in which part of the land lies between Robert Burnope and William Dennison; in one of Abraham How's, land is mentioned lying between Samuel Hagborne's heirs and Robert Burnope or his assigns; and in one of Isaac Johnson's, land lying between the highway and Robert Burnop. In one of Arthur Gary's, 27 acres bought of Richard Burnopp between Abraham How and Mr. Thomas Dudley appear. If this refers to the son Richard, it is the only reference found. The original book of Roxbury Records was burned and in 1652 five men were appointed to "doe there best indeuer to set down etch man's land." (Roxbury Land Records, pp. 13, 34, 37, 41.)

In Essex County Deeds, vol. iv, pp. 164-5, is found the following:

Robert Bridges of Linne, for competent consideration, to Robert Burnapp of Reading, husbandman, a farme of 800 acres in Linne and Redding, bounded on north and north-west by the Ipswich River; also 25 acres on each side of Beaver Dam in Reddinge (grant of Linne to Rt. Hon. Lord Brooke, deceased), 24 February, 1654; acknowledged, 20 August, 1656. The same land was assigned to Captain George Corwin of Salem, merchant, consideration £200, 24 February, 1662, the 25 acres being reserved by Robert Burnup. Witnesses:—Edward Norrice, Thomas Burnap. Recorded 6 Dec., 1677. This land was deeded by Robert Burnap, Sr., of Redding to Corwin, 10 December, 1677 and acknowledged the same date and in the inventory of George Corwin, Captain, 30 January, 1684, appears "the farme nere Redding bought of Burnap," a grant of 800 acres appraised by Thomas Flint and Joseph Pope, £250. (Essex Probate Records, vol. iii, p. 198.)

Robert Burnap of Redding and Ann my wife, consideration £30, by William Eaton of same, quit-claim 100 acres of upland in Lynn near Wigwam meddow, 18 January, 1657; acknowledged 13 November 1662. (Essex Deeds, vol. ii, p. 68.)

Robert Burnep, Sr., of Redding, consideration £12, to Thomas Clearke, quit-claim on 9 acres of meddow in Linne, bounded north, east and west by Major Holioak, south by Robert Burnup, sr., 24 August, 1663; acknowledged by Robert and Ann Burnap, 12 Feb., 1679. (Essex Deeds, vol. v, p. 63.)

Robert Burnepp of Reading, husbandman, consideration £115, to Robert Bridges of Linn, gentleman, 800 acres in Linn and Reading at Beaver Damme, late in possession of Robert Bridges and since sold to Robert Burnepp, 70 acres in Reading and the house wherein Robert Burnapp now liveth (unless certain payments are made in which case this deed is void), 17 Sept., 1655. Witnesses, Thomas Marchall, John Cotton; acknowledged, 22 May, 1656. (Mddx. Land Records, vol. 1, p. 145.)

Samuel Hutchinson of Redding, consideration £12, to Robert Barnap, senr., land at east end of my lott, 20 Feb.

1669-70. Hannah Hutchinson also signs. Witnesses, Ralph Dix, William Cowdrey; acknowledged 13 May, 1670. (Ibid:—vol. v., p. 8.)

In the Massachusetts Archives, vol. 38B, p. 166, is found: "The testimony of Robert Burnap, about 58 years, saith the outeside of the drie caske.... (one word illegible) goodes came in was chakey & one of the panes on it was broken and a hoole into it abought a foot longe & the goodes that lay on one side of ye caske was rotten quit thorowe the Caske as if charke or sum other thing like charke had gotten into it which might very well be for the Caske was verry bad further this deponent saith that he did help unpacke all the goodes. Taken upon oath in ——— 26th. 8th. mo. 1653." (Depositions from two others, also appraisal list impossible to read, but among other articles 40 yards of cotton. The whole valued at £19:4:4.)

In the Massachusetts Bay Records, vol. v. p. 186, we find:—"9 May 1678. In ans^r to the peticon of W^m Cowdrey, Robert Burnap, Jonothan Poole &c. in behalfe of the inhabitants of Redding, the Court judgeth it meet to grant the peticioners a hearing of the case mentioned in their peticon, at the next sessions of this Court in October next, all partjes being seasonably warned to attend their concernes & caution being given to the secretary for the Courts hearing of the case."

Ibid:—p. 432. In answer to petition of William Hawkins and Hannah his wife "the Court doe appoint the 14th. of next May for a hearing of the case betwene them and Robert Burnap and his son Thomas of Reddinge," etc. (Concerning some land in Reading.)

Ibid:—p. 445. In the case betweene W^m Hawkins & Anna his wife, "complayning ag^t Robert Burnet & seuerall others as in their peticon on file, the Court hauing duely considered the case, & evidences, & pleas made by both partjes, and finding it very difficult to releive the complaynant, doe judge meet & doe order, that Elisha Hutchinson, Esq., Mr. John Saffyn, & Mr. James Connuers be a comittee to repajre to Reading, & survey & measure the

place & the lotts where it is supposed the land sued for either is or ought to be lajd out, who are hereby impowred to call before them witnesses, & examine them vpon oath if they see cause, and to vse their vtmost endeavo^rs to find out what may tend to releive the complaynants, and make returne thereof to the next session of this Court, that so a right judgement may be given in the case, provided the complaynants be at the charge of the comittee."

Ibid:—15 Oct. 1684. "Vpon the returne of the comittee, & surveigh obteyned by petition of W^m Hawkins and Anna his wife, concerning certeine lands in Reading, claymed by the petitioners, this Court hauing had a full hearing of the case, the evidences on all sides remayning on file in the records of this Court, doth therefore order and determine, as a fynal issue of all controuersy in or about the premisses that the hundred and twenty one acres of land lying betweene the southerly side or bounds of the Newhalls lotts and the southerly side or bounds of old M^r Robert Burnetts alias Burnaps, land, as p the plottt appears, shall wth all convenient speed, be, by a sworne surveyo^r, divided and lajd out into three aequall parts and proportions, according to the originall grants of the toune of lynn, as other lotts lye in length from east to west, wth all its appurtenances and that the bigger part thereof lying next the land of the said Burnet, Sen^r, towards the north, is vndoubtedly and shall be accounted the land and be in plenary possession of the said Willjam Hawkins, in the right of his wife Anna, the daughter & heire to Edward Bircham, deceased, and that each party shall beare their oane charge and that the marshall generall be ordered to put the petitioner into possession of the premisses."

Returning for the moment to England, it will be of interest to quote the agreement to sell his home property before Robert Burnap set sail for the New World. This paper is translated from the Latin in which it appears in the records:—"This is the final agreement made in the Court of our lord the King at Westminster in the octave of St. Michael in the ninth year of the reign of Charles

by the grace of God King of England Scotland France and Ireland Defender of the Faith etc. from the Conquest. Before Robert Heath Richard Hutton George Vernon and Francis Crawley Justices and other faithful people of the lord the King then and there being present BETWEEN Robert Burnappe plaintiff and John Morley and Martha his wife and Thomas Burnappe deforciant of one messuage one orchard and one garden with the appurtenances in Amwell. Thereupon a plea of covenant was summoned between them in the same Court to wit that the aforesaid John and Martha and Thomas acknowledged the aforesaid tenements to be the right of the said Robert as those which the said Robert has of the gift of the aforesaid John and Martha and Thomas and the same remised and quit claimed from the said John, Martha and Thomas and their heirs to the aforesaid Robert and his heirs for ever And further the same John and Martha and Thomas granted for them and the heirs of the same Martha that they will warrant to the aforesaid Robert and his heirs the aforesaid tenements with the appurtenances against all men for ever. And by this acknowledgement remise quit-claim warrant and agreement the same Robert gave the aforesaid John and Martha and Thomas sixty pounds sterling. Hertfordshire." (Feet of Fines, 9 Charles I, Mich., Herts., Bdl. 429.)

"This is the final agreement made in the Court of our lord the King at Westminster the quinzaine of Easter in the fourteenth year of the reign of Charles by the grace of God King Defender of the Faith, etc. from the Conquest. Before John Finch, Richard Hutton, George Vernon and Francis Crawley Justices and other faithful people of the lord the King then and there being present BETWEEN William Allen and Joan his wife plaintiffs and Robert Burnapp and Ann his wife deforciant of one messuage one garden and one orchard with the appurtenances in Hodsden and Amwell thereupon a plea of covenant was summoned between them in the same Court to wit that the aforesaid Robert and Ann acknowledged the aforesaid tenements with the appurtenances to be the

right of the said William as those which the said William and Joan had of the gift of the aforesaid Robert and Ann and the same remised and quit-claimed from Robert and Ann and their heirs to the aforesaid William and Joan and the heirs of the same William the aforesaid tenements with the appurtenances against all men for ever. And lastly the same Robert and Ann grant for him and the heirs of the same Ann that they will warrant the aforesaid William and Joan and the heirs of William the aforesaid tenements with appurtenances against the aforesaid Robert and Ann and the heirs of the same Ann for ever. And by this acknowledgement remise quit-claim warrant fine and agreement the same William and Joan gave the aforesaid Robert and Ann sixty pounds sterling. Hertfordshire." (Feet of Fines, Herts., 14 Chas. I, Easter, Bdl. 431.)

Note:—The sixty pounds is nominal only. Feet of Fines always give the consideration as £60, £120, £600 and so on (multiples of 60). The reason is not now known, but it is thought that the Court Fees were based on this amount. The buyer and seller kept the actual purchase price to themselves. (C. A. B.)

Robert Burnap filled the office of Selectman in Reading from 1654-6, 1658-60, 1662-9, 1670-1. He died 27 September, 1688, a very old man, as will be noted. His will, dated 15 November, 1688, was proved 1 October, 1689, and provides "to son Thomas homestead and town privileges with house and land sd. Thomas lives upon, he to pay my cousin Thomas Barnap £6 yearly for life, to whom also a room in ye chamber and a bed for four years." To daughter Ann Jones, £5; to daughter Sarah Brown, "ye cupboard in ye parlour"; to son Robert, land that his house is on, etc.; to cousin Thomas Barnap, 40 acres of upland, etc.; to grand-children, Joseph and Thomas Barnap; Sarah Southericke and Isaac Southericke, (Southwick); sons Thomas and Robert, executors; overseers, Capt. John Brown, Capt. Jeremiah Swain. Witnesses:—John Brown, Hannah Parker, Benjamin Fitch.

Inventory, 7 September, 1689, £508:16:0. (Mddx. Probate Records, vol. vii, p. 36.)

Children:—

37. ANNE, "the daughter of Robert Burnappe of Hodsden end & of Anne, bap, 30 Apl. 1626, bur. 20 Mar. 1629-30."
38. ROBERT, "the sonne of Robert Burnappe of Hodston and of Alice (*sic*) his wife bap. at Hodston Chappell 28 Nov. 1637," died 18 Oct. 1695. (Reading Vital Records.)
39. ISAACK, "the sonne of Robert Burnap of Hodston and of Annis his wife bap. 20 Mar. 1629-30," died 18 Sept., 1667, at Reading.
40. ANNE, "the daughter of Robert Burnappe of Hodsden and of Anne his wife bap. 15 Apl. 1632;" died March, 1695 (Savage).
41. A daughter, "a mayden childe of one Robert Burnapps of Hodsdon dinje (*sic*) before baptizme buried 18 Oct. 1634."
42. EDWARD, "the sonne of Robert Burnappe of Hodston, chandler and of Annis his wife bap. at Hodston Chappell 12 Feb. 1635-6."
43. THOMAS, died after 1688.
44. RICHARD, died before 1688.
45. An infant, buried 18 Nov., 1642, the only record found in Roxbury Church Records.
46. SARAH, born perhaps about 1646, died after 1688.

Note:—the order of these children is somewhat uncertain. The son Thomas was probably born in this country, also Richard. Pope gives the date of death of the mother Ann as 27 Apr., 1681, at Reading; it is so given in the Reading Vital Records also.

17. THOMAS BURNAP was living in Stanstead Abbots in 1667-8. Though not named in his father's will his existence is indicated there because his father is described as Thomas Burnap, senior. As he would inherit his father's lands it was probably felt that sufficient provision had already been made for him; however the fact that his half-brother Robert had to have his executorship of that will confirmed by decree rather points to Thomas, the son, not having been of that opinion.

In 1673-4, his brother John, in his will dated 3 Feb., mentions money owing to him by his brother Thomas.

Letters of administration of the goods of Thomas Burnapp of Stanstead Abbott, Herts., widower, were granted 11 April, 1688 to his son Thomas Burnapp in the Prerogative Court of Canterbury. The grant in this Court

instead of in Middlesex indicates that the deceased had "bona notabilia" viz:—at the time of his death goods in any other diocese besides his goods in the diocese where he died, amounting in value to £5 at least. This fact is important in further search as it is very likely possible that his burial will be found outside his home parish of Stanstead Abbots. Nothing has been learned of his marriage or his wife's, except that he survived her, as appears from his being described as "widower" in the above grant of letters of administration and of his children we know nothing except that he had a son.

Child:—

47. THOMAS, died about 1724-5.

18. JOHN BURNAP was living at Stanstead Abbots in 1667-8 when he is mentioned in his father's will. His wife's name was Elizabeth, and she survived his death, dying herself in 1694.

The will of John Burnap.

The last will of John Burnap of Stansted Abbott, Herts., the Elder. Wife to be sole executrix. Dated 3 February, 1673/4. To my wife all my new buildings in the Bauge Yard, viz., the dwelling house with seven shops, a great stable, etc. To my son Samuel £100 when his apprenticeship expires. £60 to my daughter Sarah Burnap at her marriage or a year after my death. I owe Mr. George Denison, Sarah Hawkins, Mr. Holl, citizen and barber-surgeon of London, my brother Thomas Burnap, Captain Mason, citizen and iron-monger of London. Land in Hatfield, adjoining land of Thomas Burnap, to my son John Burnap. Land in Dungfield in the occupation of Jacob Burnap. My daughter Elizabeth Evans. My daughter Judith Hunston. Her son Edward Hunston, the Younger, a minor. My daughter Ruth Burnap. My two grand-children Mary Hunsdon and Mary Evens at seven years of age.

Witnesses :—Robert Furley (mark).

Stephen Handin (mark).

Testator confirms his will on 27 May, 1674; mentions

again his wife, his daughter Ruth Burnap, son Samuel and three daughters, Elizabeth, Judith and Sarah.

Witnesses to this confirmation :—

James North,
John Fountaine,
Thomas Roberts.

On 7 July, 1674, the above will was proved in London (P. C. C. 84 Bunce), by the executor and widow Elizabeth Burnap.

The probate of this will in Canterbury instead of Arch. Mddx. Essex & Herts., indicating as it does that the deceased had "bona notabilia" (see No. 17) in another diocese besides those in the diocese wherein he died, makes it very tempting to identify the testator with his cousin John Burnap of Aston (under jurisdiction of Arch. Huntingdon, Hitching portion), where he was buried the day before the above will was probated, especially as John of Aston probably inherited lands at Stanstead Abbots (under jurisdiction of Arch. Mddx., Essex & Herts), from his father, the Rev. John Burnap, who was a native of Stanstead Abbots. However, a careful examination of the evidence will show that he is not identical with John of Aston. The testator above has daughters Judith and Sarah. John of Stanstead Abbots, we have seen, had sisters Judith and Sarah. The testator had other children, Samuel and Mary. John of Stanstead Abbots had a half-sister Mary and a half-brother Samuel. Further and more important, the testator's son John, in his will dated 28 June, 1682, refers to his cousin Joseph Bray of Stanstead. John of Stanstead Abbots had a sister Mrs. Sarah Bray of Stanstead. Add to this the fact that John of Aston had a child Elizabeth born at Aston, but no other children recorded in the registers there, though the testator had six children besides his daughter Elizabeth, and it is clear that the testator is certainly not the John who was buried at Aston 6 July, 1674.

The will of Elizabeth Burnap, widow of John Burnap of Stanstead Abbots: Elizabeth Burnapp of Stanstead Abbots, Herts., widow, dated 12 April, 1694, proved 15 June, 1694 (Arch. Mddx., Essex & Herts., 62 Sanney). My daughter Evens. My son Evens. Mary Dirking

daughter of my daughter Evens, and John Evens, brother of said Mary Dirking. My daughter Hunsdon. Judith Hunsdon, daughter of my daughter Hunsdon. Rachel Hunsdon. Elizabeth Hunsdon. My grandson Edward Hunsdon. Sarah Hunsdon. My cousin Comyns. My daughter Mary. My daughter Auger. Her daughters, Elizabeth Aunger and Sarah Aundger. Judith Aunger. My son-in-law Thomas Aunger to be executor. My daughter Judith. My grandson John Burnapp.

Testatrix makes her mark, which is witnessed by Rebecca Hide, Lydia Mott (mark), and Daniel Pringle.

Children :—

48. JOHN, died before July, 1687.
49. SAMUEL, not mentioned in mother's will, 1694.
50. SARAH, she or sister Ruth mentioned in mother's will, 1694.
51. ELIZABETH, mentioned in her mother's will, 1694.
52. JUDITH, mentioned in mother's will, 1694.
53. RUTH, unmarried in 1673-4. (See No. 50.)
54. MARY, not mentioned in her father's will, though in that of her mother in 1694, and may have been born after his death.

19. JUDITH BURNAP was living in 1667/8, as she received a legacy in her father's will; and she was at that time married to Richard Skingle, "clerk" or parson of Sawbridgeworth.

20. SARAH BURNAP was living in Stanstead in 1667/8, when she was the widow of Richard Bray, and was evidently the mother of "my cousin Joseph Bray of Stanstead" mentioned in the will of John Burnapp of Stanstead Abbots, dated 28 June, 1682, the son of her brother John.

In her will, 16 September, 1698, of Stanstead Abbots (Arch. Mddx., Essex & Herts., 206 Sanney), she leaves a gold ring to Thomas Burnapp, senior, evidently her nephew, son of her brother Thomas, who died in 1688, and appoints him her executor. He proved the will 6 October, 1703.

Child :—BRAY.

JOSEPH, living, 1682.

21. ROBERT BURNAP, born about May, 1634, was living in Stanstead, a yeoman, in 1657/8, having come of age in May, 1655. He proved his father's will, dated 1667/8, by decree, 29 April, 1668, in which he is described as of Stanstead.

22. SAMUEL BURNAP of Much Haddam, gentleman, in 1657/8, of Little Laver, clerk in 1667/8, was admitted sizar at Queen's College, Cambridge, at Easter, 1653, and took his decree of B. A. in 1656/7, and M. A., 1660.

23. MARY BURNAP, who was a minor in 1657/8, was named in her father's will in 1667/8 as of Stanstead, and may have been the Maria who married, 3 June, 1683, Henry Ritts, as appears in the Bennington Parish Register.

25. JOHN BURNAP of Aston was born after 1617. He proved his father's will in the Prerogative Court of Canterbury (the only Court of Probate during the Commonwealth), 10 March, 1653/4, and was a witness to the will of John Humberstone of Aston 13 August, 22 Charles I. John Burnapp, gent., appraised the inventory of goods of the above testator 19 August, 1670. (Filed Wills, Arch. Huntingdon, Hitchin Registry.)

He is not to be confused with John of Stanstead Abbots, his cousin, whose will was proved the day after this John was buried. (See No. 18.)

He married, in Ardeley, Herts., near Aston, 27 March, 1673, Anne Cater of Ardeley. So far no further trace of him has been found nor any descendants, if he had any. Probably his widow sold his property in Aston and returned to her home district of Ardeley.

27. THOMAS BURNAP, who was baptized 30 June, 1630, at Aston, is mentioned in his father's will as in New England in 1653. In 1658 he appointed his well-beloved friend Thomas Hale of Salem his attorney on 17 July, in an action against Zacheus Goold, who dwelt "neere Topsfield," the paper being witnessed by Joshua Tourland and Hilliard Veren. It was for a debt of £7 due to Burnap. (Ipswich Court Records, vol. II, p. 126.) His autograph appears in these records, and the same suit is found in Salem Court Records, vol. IV, p. 101.)

John Pearson, aged about 19 years, and Mary Burnop,

aged about 26 years, deposed that "Goodwif Burt Coming into the Roome whear Sarah Pearson was asked her how shee did shee said the worse for her the said Burt seat down and laughed at ye said Sarah shee coming towards her said doust thou laugh and knoweth thou heast don me a miescheffe. I could find in my heart to baste thy sides the said Burt said doe if thou durst and I will pay thy side." Also that Sarah "should spake as much against her frinds as evre shee did against her."

Maddelene Pearson, aged about 50 years, deposed that she heard Sarah Pearson say when her father had her down to Goodwife Burt's to be cured of her sore that the first night she was there said Burt put her to bed, etc. Burt said "Sarah will you smokit and giueing of her the pipe she smoket it," and Sarah fell into the fits again and said Goodwife Burt brought the devil to her to torment her. (Salem Quarterly Court Records, Nov., 1669.) This was one of the witchcraft cases.

Thomas Burnap was married 3 December, 1663, as Thomas Burnitt, according to the Lynn Vital Records (Burnap, in Middlesex Records), to Mary Peerson (Pearson), born 20 June, 1643 (Clerk of Courts' Records, Middlesex, Mass.), daughter of John and Maudlin (Ballard or Bullard) Pearson, senior, of Lynn. In John Pearson's will is found: "I giue unto My Daughter Marey Burnap and ||to|| her Cheldren Thirty Ackers of upland Laying Betwen the Landes of Jonathan Poole and Robarte Burnap be it More or Less further More I giue Unto My Daughter Marey Burnap A parssell of Land forty Ackers orther abouts Laying near to the Land of Maj. John Hawks or Adjoyning to it and to her Cheldren further More I giue Unto My Daughter Marey Burnap and to her Cheldren Tenn Ackers of Meddow tow Ackers of it Laying in the wigwam Meddow and eight Ackers laying in the great Meddow. My will is that My Daughter Marey Burnap that the Lands and Meddow that I haue giuen to her and her Cheldren shale bee made up one hundred pound." (Essex Probate Records, vol. II, p. 426.) Dated 19 April, 1679, proved 25 June, 1679. Inventory 14 May, 1679.

In the will of Robert Burnap of Reading, Thomas is

mentioned as his "cousin" (i. e. nephew), 15 Nov., 1688.

Mary, the wife, died 15 Jan., 1690/1, at Reading, and Thomas followed her 26 March, 1691.

The Inventory of Thomas Barnap of Redding, lately Decd., aged about 60 years, who died intestate, £27:7:0, 20 May, 1691, taken by Joseph Barnap, John Pearson.

Administration to Robert and Thomas Barnap, 16 June, 1691, Charlestown. (Mddx. Probate Records, vol. VII, pp. 237/8, 316.)

Agreement of the children 7 April, 1691. I Thomas Barnap, eldest and only surviving son; my two sisters which are of age, namely Mary and Sarah Barnap, my three sisters Anna, Bethiah and Hester, our loving friends to be guardians, Major Jeremiah Sweyne for Hester, and John Bacheller for Anna, and our uncle John Pearson for Bethia.

Witnesses:—John Bacheller,	Tho: Barnap,
John Pearson,	Mary (A) Barnap,
	Sarah (d) Barnap.

Genealogical Bulletin, vol. I, p. 156.

Children:—

55. THOMAS, born 17 Jan., 1664/5; died 24 Aug., 1726, 62nd year.
56. EBENEZER, born 5 Sept., 1666; died 2 Dec., 1690.
57. MARY, born 27 Mar., 1667/8 (7 Mar. in Clerk of Courts' Records); died 11 July, 17—.
58. BETHIAH, born 23 Mar., 1669/70; died 4 Nov., 1673 (Clerk of Courts' Records).
59. SARAH, born 4 April, 1672; died before 1726.
60. ANNAH, born 29 Aug., 1674 (26 Aug., Clerk of Courts' Records).
61. BETHIAH, born 9 June, 1677; perhaps she died, Feb., 1784, at Natick, Drury Death Book (New England Historical & Genealogical Register, vol. LXV, p. 360).
62. ESTHER, born 7 Feb., 1680/1; died after 1727.

28. THOMAS BURNAP, mentioned in his mother's will in 1663, also in that of Elizabeth, widow of his brother John, and in those of his brothers Jacob in 1684 and Isaac in 1703. Nothing further has been found about him.

(To be continued)

BURBANK—PICKERING MEMORANDUM BOOK.

FROM THE ORIGINAL IN THE POSSESSION OF THE
ESSEX INSTITUTE.

Timothy Burbank or Broadbank was apparently the first owner of this memorandum book, which is a small leather-bound volume with brass clasps, containing 110 leaves, with a watermark of *fleur-de-lis* and crown. He used it for notes on sermons and lectures delivered in Salem by "Mr. Noyes, Mr. Higginson and Mr. Pason," the first sixty-five pages being in Burbank's handwriting. The remainder of the book was kept by Captain William Pickering of Salem, and later by his daughter Hannah, wife of Adoniram Collins, of Marblehead.

Captain William Pickering, son of Lieutenant John and Alice (Flint) Pickering, was born in Salem, January 11, 1670-71, in the ancestral home on Broad street. He followed the sea for many years, both in a public and private capacity, making voyages to foreign and domestic ports, and was in many respects the most distinguished member of the family in his generation. As commander of the *Province Galley*, he was sent to protect the fishing vessels on the eastern coast from attacks by the French and Indians. He served as selectman of Salem, 1714-19, and was one of the founders of the East Church. He married, June 19, 1695, Hannah Brown, daughter of James and Hannah (Bartholomew) Brown, born March 9, 1672, of another prominent Salem family. Her father, who was a merchant of note in Salem, was murdered by a negro in Maryland, November 12, 1675, and her mother married Doctor John Swinerton, by which marriage three more children were added to the family of six left by her previous marriage. On April 29, 1706, Hannah Swinerton conveyed her house, which was situated at the corner of Essex and Union streets, to her son-in-law Captain William Pickering, in consideration of his pro-

viding for her during the remainder of her life.¹ Mrs. Pickering was living in 1735. Captain Pickering's house was situated on Broad street, and was standing until September 16, 1865, when it was destroyed by fire.²

About 1720 he engaged in commercial pursuits and made many voyages to Canso, Nova Scotia, where he had planned to found a settlement in the interest of the fishing industry. Three years later he started on a return trip to New England and was never heard from, it being the common belief that his vessel was attacked by the French or Indians and the master killed or taken into captivity.

Adoniram Collins, who married Hannah, daughter of Captain William Pickering, was son of Adoniram and Mary (Ward) Collins, and was born in Salem, June 15, 1706, probably in a house on Hardy street, where his father was licensed to keep a public house in 1719.³ He learned the cooper's trade, but later followed the sea. His wife inherited half of the James Browne house, which they conveyed, September 1, 1742, to Abraham Watson, and then probably removed to Marblehead.

Tim: Broadbank 1691 is A member of y^e Church Ex dono.

Timothy Burbank⁴ his Book November y^e 11 1693 for Sermons.

[Here follow 65 pages of notes of various sermons and lectures delivered by Mr. Noyes, Mr. Higginson and Mr. Pason.]

Charles Pynn⁵ is Dr May y^e 31th 1709, to y^r passage from Newland⁶ to New England, £2; June y^e 4th to a hatt, 6s.; to a primar, 6d.; to mending shoes, 3d.; 18, to

¹Essex Antiquarian, vol. X, pp. 162, 166.

²See Essex Antiquarian, vol. V, p. 34, for a picture of this house from a drawing made by John Robinson.

³Essex Antiquarian, vol. X, p. 69.

⁴Perhaps Timothy Burbank, son of John and Susannah (Merrill) Burbank, who was born in Haverhill, May 30, 1668. In 1681, according to the will of his grandfather, John Burbank, Timothy was living with Captain Saltonstall. This family removed to Suffield, Conn.

⁵Probably a school boy brought to New England to be educated.

⁶Newland, Virginia.

a par of shoes, 4s. 6d.; 19, to tape, 2d.; July 18, to scoling, 1s. 6d.; to tape, 3d.; August 10, to silk, 2d., to buckels, 1s.; 19, to shoes, 10s.; to a hat, 6d.; 27, to a par of shus, 4s. 6d.; to too pare of stockens, 6s.; to fris silk and butens, 1s. 6d.; March, 1710, to scoling, 6s. 9d.; to silk, 3d.; to wood, 2s.; to freize, 5d.; April 18, to silk and butens, 6d.; Contra, by 21 Jars of oyle at 7s. 6d., £7: 1: 0; By 2 Qtls Refuse fish, 14s.; by a gun, 1l. 8s.

Reckned with Mr. Gicear 21 Day of June. Credit, 117-6-6. Rekned with Mr Gicear and there is due to me 20-4-2.⁷

Staford Webber is Dr May 31th 1709 to passage from newland to new-england £2; to a primar, 6d.; 20, to butens, 7d.; July 18, to [s]coling, 1s. 3d.; August 10, to 2 silk neckcloths, 5s. 8d.; to freise, 9d.; to saf and ointment, 9d.; to wine, 8d.; to onyons, 1s.; to gartars; 3d.; October 20, to a hatt, 6s.; to a pare of shus, 4s. 4d., November 6, to butens and a lase, 9d.; to a hatt, 5s. 6d.; too a pare stockens, 6s.; to butens, 7d.; frise, 5d.; March, 1710, to a pare of breeches, 7s.; to scoling, 6s. 3d.; to wood, 2s.; to freise, 5d. Per Contra, Cred. By a moyder gold,^{7a} 2li.

My sister Mercy Swinertons⁸ bord with me from April 1708 to november 1727 at 12¹¹ per year, 258-0-0; to six months nursing and attendance in her last sickness at 12 per week, 14: 8: 0; total, £272: 8: 0.

rum sold 1727 one hogset 85 gallons, one cask 80 gallons, one hogset a hundred gallons, £4: 18: 0.

Sarah Laska was married the 13, 1760 Day of October.⁹

Susannah Gooden Came Aprill. Mary Stiles Came April 16 Day and went home May the 20 which Is 6 weeks.¹⁰ Aprill the first Day betty Melcome Came to Scoole.

⁷This paragraph is in a different handwriting.

^{7a}Portuguese coin of the value of about \$6.50.

⁸Mercy, daughter of Dr. John and Hannah Swinerton, was born Dec. 24, 1681.

⁹She was married to George Clarke by the Rector of St. Michael's Church.

¹⁰Hannah Collins probably kept a school in Marblehead, 1759-1763, there being recorded here the names of about 180 children who attended.

March the 30 Day Hannah Melcome Came, Pen Wills and Mary Lee. Aprill the 6 day Mary Stiles Came and Nancy Dickey and William Cole Came the 6 Day of Aprill 1761.

Salley Graves and Mary Luess Came May the 11, 1761. May the 18 Day Sarah Lansey Came. May the 25, 1761, Nancy Mar Came and betty Pennill Came May the 25.

Marium, Elner and Betty barbar Came Apprill 20. Aprill the 6 John and Nathan White and Sarah Martin Came. Aprill 13 Day Susanna and Anna Holddar and Sarah Jonson and Mary Casell. Molly and Hannah Goodwin Came Aprill the 13 Day 1761. Sarah Broadden and Sarah Woldrig and Uenice Benson, Sarah Martin Came, and all in one day Aprill the 27. betty Chitman, Sarah Smith, betty and patty proctar and hannah Goodin tomas Martins Sally Came Aprill 12 Day.

Sarah Wickery, nancy Gray and Sarah takesbary Came May the 4. Benjamin Wells Came August 3 day.

Mary Collins Went to Mr Whitirels¹¹ to Live Octobar 23 Day 1762. Came home, went again february 10.

Molly went to Mr. Whitwels September 1767.

Pickering¹² saild with Captn Green May the 31 1772, the Champion, for 12 Dollars per month.

Pickering shipt on Board the Scoonnar Nancey Capn Bacheldar Commandar the 13 Day of May.

1769. Pickering Shipt with Captⁿ John Burnam the 26 Day of August saild the 19 Day of September

1770. Pickering shipt with Captn Wormstill Aprill.

Pickering sailed the 22 Day of September.

Ruth Readden 1 Son,¹³ Ruth Collyar 1 Daughter, Chal Luis 1 Daughter, Louvis 1 Son, Joseph Sarl 1 Daughter, tom Mully 1 Son, Sarah Candig 1 Son, Charles flury 1 Daughter, Grace Meadar 1 Daughter, Sarah bacon 2 children, Molly Laskin 1 Son, Mary Brokit 1 Daughter, fillis Muckford 1 Gairll, frothingham 1 Son, to Cablecy hastins 1 child, Wimon 1, Webbar 1, burrell 1, Sarah Wils 1 Son, Captn Russels 1 Daughter, Hannah Curtis 1

¹¹Rev. William Whitwell, pastor of the First Church, Marblehead.

¹²Pickering Collins.

¹³List of 327 children born in Marblehead, 1769-1773.

Daughter, Ms Whitwell 1 Daughter, Ms Caswell 1 son. hannah Hooppar 1 Son, Sarah Kenell 1 Son, Livve Allen 1 Son, Sarah Mathes 1 Son, Ms. Glover 1 Son, Mol Luis 1 Daughter, Louis Pitman 1 Daughter, Dinah hines 1 Daughter, Marium Davis 1 son, Hannah Crow 1 Son, Sarah Henly 1 Son, Susannah Garnar 1 Son, Elizabeth Kwin 1 Son, Phillips 1 Daughter, Sarah Brimbilcom 1 Son, Joseph Sarll 1 Son.

Peter Loues one, Woldreg 1 son Janavary 30th 1769, Moll Marton one Daughtar, Dinah 1 Daughtar, Rebeckah Roos 1 Daughtar, Mis Umpris 1 Daughter, Ms. Clark 1 son, Nab Card 1 son Aprill 28, 1769, Ruth Colyar or Roundy 1 son July 8, 1769.

Mary Clone 1 son 1769, Elizabeth Mason 1 son, Mis Bowdin 1 Daughter July 4, 1769, Sarah Righthhead 1 Daughter July 1, 1769, Moll Nuill 1 Daughtor, Ms Pen 1 Daughtar, Ms Meadar 1 Daughtar, Ms Down 1 Daughtar, Ms flicher 1 son, Grace Wheallar 1 Daughtar, Ms Dood 1 Daughtar, Ms Bakar 1 son, betty Mary 1 Daughtar, Ms Gouin 1 Daughtar, Ms Stapels 1 son Daughtor, Moley Brimbilcum 1, Ms holdrim 1 son, Ms Carnaily 1 son, Ms Stasey 1 Daughter Octobar 14 day, Mrs Grow 1 son, Ms Casey 1 Daughter, Ms Davis 1 son, Ms Gusset 1 son, Gillis 1 son, Hannah Peltrow 1 Daughter.

Janauary 1770. Joseph Dolliver 1 Son, Ms flory 1 son, Ms Eatton 1 Daughtar, Ms Perce 1 son, Ruth Lee 1 Daughter, Ms Maly 1 son, Ms Gooldsmith 1 Daughtar, Sarah Crow 1 Daughtar, Ms Ann Brown 1 son May 5th 1770, Loois 1 Daughtar, Betty Groves 1 son.

thommas Colyar 1 Daughtar, Steven Chatman 1 son June 19, Live Allin twins June 15 sons, Hannah Peltrow 1 Daughtar, betty Graly 1 Daughter, Dinah 1 Daughter, Mary Phillips 1 son Octobar 3 Day, Ms Sandy 1 Son, Ms Engals 1 Son, Ms Saintbarb 1 son Novembar 1770, Ms Goodin 1 Daughter, Jonson 1 son, Ms Devrix 1 Daughtar, Ms Hortton 1 Son Novembar, Ms Phillips 1 Daughtar, Ms Bains 1 Daughtar, Cloe Robe 1 Daughtar, Pegg Cook 1 Son March 4, 1770.

Ms Sarls 1 son february, Ms Gachell 1 son March 13, Ms talar 1 son March, Ms Peddrick 2 Daughtars March

29, Dinah hinds 1 Daughter, Ms holddrum 1 son April 1771, Ms Bowden 1 son June 1771, Ms Whitwells 1 son, Ms Righthead 1 son July 4 day, Ms Dood 1 son September, 1771, Sarah bannistar 1 Daughter September, Ms Downe 1 son September, October Ms Mugford 1 son 3 day, October 1771 Ms Collyar 1 Daughter, Ms Allin 1 Daughter September, Ms Wolldrig 1 Son, Ms Munggrill 1 Daughter.

October the 4 Day 1771 Ms Elisabeth Stacy 1 son, Janawary 12 Day 1772 Ms Meaddar 1 Daughter, Clowe Roby 1 Daughter, Ms hannah Pery 1 son, Ms. Sarah Stacy 1 son, Ms hartshorne 1 son, Huldia Scoot 1 Daughter, Hannah Peltrow 1 Daughter, Ms Wilson 1 Daughter, March 1772 Ms Dollivar 1 Daughter, Sarah Favour 1 son, Ms Pedrick 1 Daughter, Grac Wilson 1 Daughter, Sary Reeves 1 son 1772, Mary Bishop 1 Daughter, May 1772 Israell Eatton 1 son, May the 18 day, 11 Clock night, Dinah Hines 1 Daughter.

June the 11, 1772, Elisabeth Peltrow 1 Daughter, June Abigill Snellin 1 Daughter, June Sarah Lisbrill one Daughter, Elisabeth Mason one Son, Liddia Callym 1 Daughter, July 1772 Sarah Lecraw 1 Son, Mary Pope 1 Daughter July, August 1772 Rebeckah Horne 1 Son, Sarah Bowden 1 Son, Margret Chatman 1 Son, Sarah Pen 1 Son, Elizebeth Goldsmith 1 Daughter, betty Morse 1 Son, Elisabeth Owin 1 Daughter.

Martha Hichins September 1 Son, Jane Hichins 1 Son, Hitty Stapels 1 Son, Sarah Oby 1 son August, Ms Pribble 1 Daughter, Mary Cash 1 Daughter, hannah tishshow 1 Daughter, Sam Parsons 1 Son, October Sarah Linch 1 Son, Mis Wodden 1 Son October, Pacival Salmon 1 Daughter, Ms Pribble 1 Daughter, Jane Seetlan 1 Daughter, Ruamah Sarig 1 Son, Charity Brimbelcom 1 Son, 1772 October Elisabeth Davis 1 Son.

Margret Jones 1 Daughter, Sarah Scores 1 Son, Ms tomson 1 son, Ms Honnywell 1 Son, Ms Davis 1 Son, Ms Wilson 1 Daughter, Ms tuttle 1 Daughter, Ms Seegar 1 Daughter, Sarah Linch 1 Son, Martha hichins 1 Son, Ms Sallmon 1 Son, Martha Bowin 1 Son, Mary Fevre 1 Son, Susannah Mellsaw 1 Son, Rebeckah Gillbard 1 Son, Ms

Brook 1 Son, Ms Sarah treevie 1 Son, Ms Man 1 Son, Ms Briggo 1 Son, Sarah Curtis 1 Son.

1773, Ms Curtis 1 Son, fillis Bachildar 1 Son, Sarah Jones 1 Daughter, Lisabeth Silverdore 1 Son, Ms Mary Dennis 1 Son, Ms Lovieis 1 Son, Janewary 27, 1773, Ms Bacheldar 1 Son, Ms Phillips 2 Sons, Ms Dixey 1 Son, Susanna Melsaw 1 Son, Janawary 31 Day Ms Whitwell 1 Son on a Lords Day night and Died that night Week. Janavary 1773 Sary Sims 1 Son, february Ms Delap 1 Son, March Ms Martin 1 Son, 2 hundred 90 Children.

Ms Boodin 1 Daughter, Ms Hunnywell 1 Daughter, Ms Dayvis 1 Daughter, Ms Shadok 1 Daughter, Saray Molly 1 Daughter, Mrs Sandy 1 Son, Ms Dorrill 1 Daughter, Ms Smith 1 Daughter, Ms Boils 1 Daughter, Ms Addams 1 Son, Sam Brimblecom 1 Son, Ms Burk 1 Son.

1773 Adoniram Collins was Borne June the 18 Day on a friday at 2 oClock, Ms Martins Child was Borne 1 Son, Ms Chambars 1 Son, Mrs Sears 2 Sons, Ms White 1 Son, Ms Bakar 1 Son, 1773 Ms Mary Dood 1 Son on a Sattar-day Novembar 27, Sarah Dod 1 Daughter, Sarah trevie 1 Daughter, Ms Susannah Dood 1 Son, Ms betty Dixey 1 Son, Ms Johns 1 Son, Abigill Cross 1 Son, 1773, Ms Martain Showman 1 Son, Ms Nikcols 1 Daughter, Ms Mary Allin 1 Daughter, Pat Martin 1 Son, Ms Debborah Welch 1 Son, Joseph Sarles 1 Son, Ms Maston 1 Daughter, Ms Muckford 1 Son.

Octobar 1772 Pickering Collins was Married to Charity Morgain the 13 Day of Octobar on a tuesday.

Pickering Shipt with Burnam Munday 30 Day of January.

May the 29 1770 Mr Allwords Came to Board.

Mr James Spence Came to board July the 6 Day.

My son saild with Captn Green Aprill the 30 Day.

thommas Boiles was Married to Mary Babbige July the 5 Day 1771.

March the 28th 1695 Jn^o Hobs being prestt on Bord the teger prise in y^e Cape of Virginia from on borde y^e Exchang W^m Pickering Masttor—an account of his Close being leftt abord to 1 bead & pillow & 1 Rug & 1 Red blankett to 2 greatte Coatts to 4 paire of braces & 3 pare of Breches & 1 Sash & 1 weascoatt & 1 pare wostted

sttockens & one Broade Cloth Coatte & 1 streped Sarge Jackett & 1 Streaped paire of Breches & 1 holend Shurt & 1 flanell one & 1 whitte hancacher & 1 fringed muslin neckcloth & 2 greatt ttoutth & 1 Small touth Comb.

thomas Larcum maruillhead by Robert gooden 00-19-4d.

Mother Swinerton¹⁴ debtor to 2 Quentols of fish 01-10^s.0^d

M^r John Gicear D^r to hannah Collins for 65 days work.

Brother Butolph¹⁵ debtor to the Remanndor of wheatt 01-15^s.0^d

1695 Brother Ben^m Pickering¹⁶ Dr to 6^{li} in money lentt when you wentt outt in y^e Galey with Jno. haris; to my mother for a Cow, 2^{li} 5^s; to Seed Corne, 7s 6d.; July 1697 to money Lentt 8 peces of 8, 2li. 8s.; to money Putt on bord, 1li. 4s.; paid for lime, 1s. 3d.; to 2 galon & 1 qurtt Rum at M^r Willowbys, 10s. 3d.; paid to brother Jn^o, 3li. 8s.; 28 Sept^r Lentt, 1li. 10s.; 11 october to money lentt, 3li.; 18 day to money, 1li. 4s.; to Rent due from Britten, 1li. 17s. 6d.; credit, 3li. 12s.; November 1698 to cash lent, 18s.; to Cash p^d for him in Plymouth, 2li.; to Cash, 7s. 6d.; to 1 q^r of mutton, 1s. 9d.; to Cash p^d Easten Comp., 4s. 6d.; 1698 D^r from Ed. Britten rentt, 3s. 6d.; to 1 Iron Pott & 1 Cetell, 34li. wt. att 3 1-2 p, 9s. 10d.; to your wifs passage in y^e Salem galey, 6li.; 123li. 8s. 4d.

Per Con. Cr., to money, 12s.; 1697 by Nem. Rusher, 2li. by Tho. Acors, 6s.; by Jno. Loader, 6s.; by 4 days work on bord y^e Adventor Bregentine, 14s.; for y^e year 1697 by Ed Britten Rentt, 3li. 13s. 9d., 4 li. 7s. 9d.

Memorandum. June 19th 1695. I W^m Pickering was married to hannah Brown.

Our first Child hannah was borne Janeuary 26, 1697, & dyed february 7th following aboutt aleuen of the Clock.

Second Daftor Hannah borne July 1699 & died in aboutt six weeks.

¹⁴Hannah, widow of Dr. John Swinerton.

¹⁵Lt. John Buttolph (1662-1713), leather dresser, son of John Buttolph of Salem and Weathersfield, Conn., married Sarah, sister of Capt. William Pickering.

¹⁶Benjamin Pickering (1665-1718), shipwright and master mariner of Salem.

August y^e 3th 1700 my son W^m was borne and dyed
July 31th 1706.

febreuary 24th 1701-2 my Son James was borne and
Died March the 26th 1729.

Janeuary 23th 1703-4 my Daftor Sarah was borne &
dyed May y^e 3rd 1711.

July y^e 8th 1708 my daftor hannah y^e 3rd was borne.

June 4th 1711 my second daftor Sarrah was borne and
Died Aprill the 10th 1729 aboutt 6 of the Clock in the
Day.

Janeuary y^e 5th 1712 my daftor Elisebeth was borne
att haf an ouer past nine oClock in y^e day.

December 18th 1715 my daftor Mary was borne aboutt
7 o'clock in y^e evening.

Saturday Janeuary y^e 17th 1712 my sister hannah
Palmer¹⁷ was brot to bead with a daftor & a son, ye daftor
alive butt y^e son dead & aboutt one hower after she dyed
& was buried y^e 20th day.

y^e 22th day of y^e same month my sister hannahs Eldest
daftor by Palmer was scalded by falling into a kette of
hott water and y^e 23th day died.

March y^e 5th following my mother Pickering died &
buried y^e 7th

Sabath day y^e 7th day of September 1718 my brother
Benja^a Pickering died alitle before sunsett & was buried
y^e 8 day in y^e Evening.

I micle Lehall do oblige my selfe to Cap^t Wm. Pick-
ering to serve him s^d Pickering the summer following
either at sea or ashore so far as I am Capable att fuety
fue shillings or three Pounds ^{per} month as wittness my
hand this 2th day of Aperill 1717 & s^d Pickering to finde
me with Vitels & all Craft & to enter Into pay the 10th
day of s^d month.

his
Micale Le M hall
mark

I Joseph Needaham of Salem do binde & oblige my
selfe to serve W^m Pickering the Summer following afish-
ing &c. Entering in to pay at y^e day I do apeare with

¹⁷Richard Palmer (1675-1745), son of Richard and Mary (Gilbert) Palmer, was the third husband of Hannah Pickering.

him which shall be with in Eight days from the date hereof at fiuety fiue shillings 3^p month & y^e s^d Pickering to find me with all Craft & Rum & Shuger sutaball afishing as witness my hand Aperill 2th 1717.

Wittnes Jn^o Collum

Joseph Needam X his mark

James Pickering

A Memorandum. August the 20 Day In the year of our Lord 1731 Addoniram Collins was married to Hannah Pickering, our first Child Hannah was born March the 23 Day on a Sattar Day 1734 at 10 o'Clock In the Night and Died August 31 In the year 1761 In the 27 year and 6 mo.

our Daughter Sarah was born September 27, 1736, on a Munday at Nine o Clock in the evening. Sarah died Aprill 11, 1772.

our Son Adoniram was born June the 24 Day 1738 [1737] at 3 oClock in the morning on a Sattarday and Died Auggust the 18, 1757, his age was 19 years and 2 months.

Our 4th Child which was Mary was Born May the 14th Day on a Wenesday at 6 oClock in the morning, 1740.

Our 5th child which was Pickering was born May 9th 1742 on a Lords day at 6 oClock at night.

Our third Daughter which was Elisabeth was borne June the first Day and died June the 19th Day at night, 1747.

Our third son which was William was borne June the 22, 1747, on a Lord's Day at noon betwene meettins and Died June the 27 following.

our fourth son which was William was borne August the 30 Day 1748 and Died In 3 weeks.

My Deare husband Adoniram Collins Died September the 3^d Day 1758 In the 52 year of his age.

february the 17th 1757 William Bacon was married to Sarah Collins and their first Childe Adoniram was Borne Aprill the 10th 1758 on a munday morning at 4 oClock.

Adoniram Collins sailed with Captn Corwin May the 26 day, was shipped the 21 day. Paid to Mrs. Woodbridg May the 26, 10li. 6s. 10d.

May Collins Dr. to Mr. John taskco Esq. to 2 Paire of Shues, 3li.; to Camblet 11 yards, 11 li. 11s.; to faceing

and silk, 1li. 9s. 6d.; to a handkerchief, 2li. 15s.; to Cash, 15s. 6d.; 20li. 1s. Mary went to her sister to Live 16 Day of Octobar.

Ms. Skillins D^r to 2 yards 1-4 of Cotton and Lin., 1li. 16s. 6d.; to 1 1-2 yd. Bayse, 1li. 7s. 6d., and a pound of Sugar, 5s.

July the 9 Day Elener Barbar and Bett came to scoole, Mariam Lecraw Came the 21 Day of Octobar, John Harris Came the 21 Day of Octobar, Mary Martin Came the 22 Day of Decembar.

Aprill the 9 Day 1759 Anne Dixey Came to Scool to me and Anna Foster and thomas fosdick.

April the 16 Day Sarah Cockrill and Mary Jacksin and Abigaill Jackson Came.

betty hitear Came Aprill 20th

Stephen Stacey Came June the 5 Day, betty hitar came againe June the 4th

betty Dixcy Came June the 4 Day.

Abigaill Jackson Came again June the 10.

Mary Collins went to Mr. taskcoes Septembar 10 Day 1759.

hulday Shaddock Came Septembar the 12 day and abiah Octobar the first Day, Sarah Wormstead, bob and Parkar fsenton Came to scool and Sarah Craw and William Cantabury all in one Day.

Ruth and James felton came the 8 Day of Octobar.

Elizabeth Denning came Octobar the 29.

Peter foster Came the first day of March.

Grace Tuksbury Came february the 9.

tabbatha Reed Came March 3 Day 1761.

Polly Martin Came february the first.

Janavary the 28 Day Sarah Wormstead Robbard and Parker Came and Anna Foster came January the 6 Day and tomme fosdick.

Janevary the 28 Day Abigaile backen and Elisabeth Dixcy came.

March the 31 day hannah felton Came.

Sarah Craw came 20 day of March.

Aprill the 6 Day betty Proctor, tabbitha Reed and Jerome Reed, Patty Proctor, Aprill the first Peggy Parsons came.

Ruth Felton, Rebecca Seldon, molly brocket and Nancy Dicksy came Aprill 14, James felton came the 15th and 2 Gudens June 2 day.

Sally felton came April 15 and 21 Day of Aprill Sarah Jackson Came and Tabitha Reed and Sarah Cokrill.

Aprill the 28 Day Betty Dixcy and Sarah Roads, the Duch child came May 5.

Rachell Grar came May the 7 Day, Nancy Orne came May 19, Charita Prichit Came July the 21.

June the 3 Day the Lanceyes Came to scool, Sally Graves Came June 2, and 2 Martains June 3, Benjamin Wells came.

May 9 Mary Gale Came to scooll and Benjamin Stasey, James Fosdick, Hulda Shaddock and Richard Proctor May 2 Day.

Aprill the 5th 1762, Sarah Martaine and Ellinor Came, Ben Wells, Sarah Lecraw, Rachell Gray and Jane Williams, Mary Goodin and Timothy, Sarah Perce.

3 Goodins came the 12 Day, and Neddy Wells.

April 19, 1762, Elizabeth Chitman came.

May the 10 Day John and Ben Marston Came. Doll Skinner came 3 day May.

Steven Stacy sat up with Sarah Perce the 8 day of June, 1772.

Elias Turner was married June the 21, 1762.

Aprill 5, 1762, Sarah Roads Came to Scoole, Sarah Graves came May 6 Day.

May the 24 John Buby Came, Hannah Goodin, timotheey Sttan came May 30 Day. June 14, 1762, James Fosdik Came and Mary Casell Came June the 14, 1762. Marium Lecraw Came July the 26, 1762. Mary Stably Came August the 2 Day.

thare was in the yeare 1738 a great athcak one sab-bady which i was at hum all alone it Deed soprise mee very much thought it was the last Day I was about 8 years old and no house within a half mild i was much skerd.

JOHN HAZLITT—PORTRAIT PAINTER.

BY THEODORE BOLTON OF WASHINGTON, D. C.

One of the persistent puzzles that beset the present writer while on the search for information concerning the early American portrait painters was the question of John Hazlitt. That he worked in Salem, Hingham and Dorchester; that his father was a Unitarian minister from England; and that Dr. Bentley misspelled his name and spoke of him as "now famous in London," was practically all that could be found out about him. The fact that he was identical with the John Hazlitt mentioned by G. C. Williamson in his "History of Portrait Miniatures" added little. This book says that he was born in Wem, which turns out to be incorrect, and notes that information is scarce.

Finally, a catalogue of the "Exhibition of Portrait Miniatures" issued by the South Kensington Museum in 1865, stated that he was the brother of William Hazlitt, the essayist, and the information was in his brother's biographies all along "where he who runs may read." The two from which nearly all the following information is taken are, "The Hazlitts," and "Four Generations of a Literary Family," both by William Carew Hazlitt.

John Hazlitt was born in Marshfield and not Wem, in 1767, and was baptised July 6. In June, 1770, the family moved to Maidstone, where Margaret Hazlitt and William Hazlitt were born, one in 1770, the other in 1778. The family moved to Brandon, Ireland, in 1780, where the elder Hazlitt preached to a Presbyterian audience about three years.

He sailed with his family from Cork on April 3, 1783, for the United States, and landed in New York on May 26. Two days later they started for Philadelphia, stopping at Perth Amboy and Burlington.

The first information of honest John Hazlitt, other than

as an infant, dates at this time. He was taken by his father to get a sight of George Washington in St. Peter's Church, Philadelphia.

The elder Hazlitt was an itinerant preacher at many churches, and he presently accepted the invitation to preach in Maryland. At the end of the second week he was taken with fever, and John Hazlitt hastened to his side. "He went alone on horseback," wrote Margaret Hazlitt. "He rode through woods and marshes a hundred and fifty miles in fifty-six hours, over an unknown country and without a guide." After a short time he took his father back to his family in Philadelphia.

In August, 1784, the family moved to Weymouth, Massachusetts, by way of Bath, Bristol, Burlington, Perth Amboy, New York, Newport and Providence. From Weymouth the elder made frequent trips to Hingham, Salem and Boston, and John Hazlitt often accompanied his father. About this time he commenced painting portraits. In Joseph Felt's "Annals of Salem," under the year 1785 is the following entry: "John Haslett asks patronage in miniatures." About the same year or a little earlier he painted the earliest extant likeness of his brother.

The family finally moved nearer to Boston, settling at Dorchester in July, 1786. The family were very fond of Boston. "Boston is more like an English town," wrote Margaret Hazlitt, and John Hazlitt was constantly occupied. Self-taught and always moving about, it seems astonishing that he did such excellent work at the age of nineteen. The miniature of his brother was painted when he was eighteen or younger.

At Dorchester the future essayist received his first Latin lessons from his brother, who stood, in fact, *in loco parentis* at this time, for the elder Hazlitt had sailed for England in October, 1786. Margaret Hazlitt wrote of the happy Christmas holidays she spent at one of the homes outside Boston, and told how, after two weeks of festivity, her brother came to take her home. The family, however, longed to return to England, and in August, 1787, they sailed on the *Nonpareil* for Portsmouth. The ship in which they had sailed to America was the *Henry*, the

first to bear the news of the peace settlement between the United States and Great Britain.

The family settled at Wem, and William wrote his father, quaintly, "I shall never forget that we came to America. If we had not came (*sic*) to America we should not have been away from one and other. . . . I think for my part that it would have been a great deal better if the white people had not found it out. . . . Mamma, Peggy and Jacky are all very well, and I am, too. . . ."

Little remains to be told of honest John Hazlitt. His life must have been full of interest, although he had to struggle with poverty. Shortly after he moved to London, and met Sir Joshua Reynolds, who praised him; in 1788 he exhibited at the Royal Academy; and in 1793 he married Miss Mary Pierce.

He knew the circle that included his brother, Coleridge and Charles Lamb. He painted portraits of all three, and also Dr. Jenner, besides many others. He started painting madonnas from his wife and daughter, and exhibited at the Academy every year from 1788 to 1819, inclusive. Then there is a gap in the man's biography at this point that cannot be accounted for, and the next that is known of him is that he moved in May, 1832, to Stockport, where he died on May 16, 1837. Margaret, Harriet and William were the names of his three children.

This, in brief, is practically all there is to be told concerning John Hazlitt. He left his impression on the literary men he met, and two have preserved two of his sayings, for he was admired as much for his own originality as for being the brother of William Hazlitt. That he left his impression in America is shown by the item from Dr. Bentley's Diary: "My miniature was by Haslitt, now famous in London."

LIST OF REFERENCES TO JOHN HAZLITT.

1845. Joseph B. Felt, "Annals of Salem," Salem.
1865. South Kensington Museum, "Exhibition of Portrait Miniatures."¹
1897. "Letters of Charles Lamb," London, vol. 1, p. 225.
1897. William Carew Hazlitt, "Four Generations of a Literary Family," 2 vols., London; illustrations after John Hazlitt's paintings, vol. 1; William Hazlitt, Margaret Hazlitt, Reverend William Hazlitt, Grace Hazlitt; vol. 2, Self-Portrait.
1904. G. C. Williamson, "History of Portrait Miniatures," 2 vols., London.
1904. "Collected Works of William Hazlitt," 13 vols., London; illustrations after paintings by John Hazlitt; vol. 1, William Hazlitt, 1784; vol. 4, William Hazlitt, 1791; vol. 5, William Hazlitt, 1808; vol. 6, Charles Lamb, 1805; vol. 9, John Hazlitt; vol. 10, Margaret Hazlitt; vol. 11, Reverend William Hazlitt; vol. 12, Grace Hazlitt.
1905. Algernon Graves, "Royal Academy," London.
1905. "Diary of William Bentley," Salem.
1905. E. V. Lucas, "Life of Charles Lamb," 2 vols., London; vol. 1, p. 346, illustration, Charles Lamb, by John Hazlitt; vol. 1, p. 341, reference to Mrs. John Hazlitt's small daughter and Lamb.
1911. William Carew Hazlitt, "The Hazlitts," Edinburgh; privately printed; illustrations: William Hazlitt, miniature by John Hazlitt, on title page "John Hazlitt, Miniaturist," pp. 327-339.

¹Dr. G. C. Williamson, in his "Hand List of Miniatures" of the Wellesley Collection, Oxford, 1914, describes the Margaret Hazlitt miniature mentioned in the South Kensington Museum Catalogue of 1865. He also notes a miniature by John Hazlitt of Samuel Taylor Coleridge, with the following remarks: "This portrait probably dates from about 1784 . . . Hazlitt's brother William, the essayist, and Coleridge were very intimate friends."

FIRST KNOWN TAX RATE OF BOXFORD, 1687.

COMMUNICATED BY SIDNEY PERLEY.

The Country Rate of Boxford, Octo. 3d 1687.										
	Heads.	Houses.	Acres Land.	Oxen & Horses.	Cows & Young Cattle.	Sheep.	Swine.	£	s.	d.
John Andrews.....	1	1	6	2:2	3:1	4	3	..	5	..
Daniel Ames.....	1	1	5	:1	2:2	0	0	..	3	2
Rob ^t Ames.....	3	1	12	4:2	6:3	10	1	..	10	4
Thomas Andrews.....	2	1	6	2:1	2:2	0	2	..	5	10
Joseph Andrews.....	1	1	7	4:2	4:2	6	2	..	6	3
Nathaniel Browne.....	1	1	16	2:2	2:0	0	5	..	5	..
Joseph Bixby Junr.....	1	1	10	2:1	3:0	0	1	..	4	3
George Bixby.....	1	0	3	0:1	2:0	0	1	..	2	9
Joseph Bixby Senr an Old decrepit man.....	0	1	14	2:1	4:2	2	2	..	3	4
John Bussell.....	1	1	10	0:1	1:0	9	2	..	3	4
Samuel Buzell.....	1	0	2	0:0	0:2	0	2	..	2	..
Daniel Black a Cripple....	0	1	10	:1	4:1	0	0	..	2	..
George Blake a very aged man	0	0	0	:0	3:1	5	3	..	1	3
Zacheus Curtiss.....	1	1	8	2:1	4:3	2	0	..	4	9
Ephraim Curtiss.....	1	1	7	2:1	3:2	0	3	..	4	6
John Chadwick.....	1	1	12	2:1	4:3	0	0	..	4	9
Arthur Cary.....	1	0	0	:0	1:	0	4	..	2	3
William Forster.....	3	1	16	6:2	5:3	6	6	..	11	3
Thomas Hazen.....	1	1	8	2:1	4:3	0	5	..	5	..
John Kimball.....	1	1	12	5:2	6:3	10	3	..	7	7
Francis Lathe.....	1	1	00	:1	2:	0	2	..	3	2
John Pebody.....	3	1	20	4:3	10:5	30	8	..	13	6
Joseph Pebody.....	2	1	18	4:1	4:4	0	4	..	7	10
William Pebody.....	1	1	10	4:1	6:4	0	6	..	7	..
Mathew Perry.....	2	1	10	2:2	3:1	5	1	..	6	8
Thomas Parly.....	3	1	25	4:2	10:7	22	8	..	13	2
John Parly.....	2	1	12	4:2	5:2	7	5	..	8	6
Abraham Redington Senr an Old man.....	0	1	5	2:2	4:3	14	4	..	4	3
Abraham Redington Junr..	1	1	7	4:3	:1	0	6	..	5	6
John Ramsdell.....	1	1	3	2:2	3:2	..	..	..	4	0
Thomas Redington.....	1	1	8	2:1	3:2	0	3	..	4	6
Rob Stills.....	2	1	12	2:1	6:5	4	6	..	7	9
Ephraim Smith.....	1	0	0	:1	:0	0	0	..	2	1
Peter Shumway.....	1	1	6	3:1	4:3	0	0	..	4	6
Samuel Symonds.....	1	1	20	6:3	8:2	10	2	..	9	..
John Stiles.....	1	1	3	2:1	2:1	..	..	..	3	6
Rob Smith an Old decrepit man & Sone.....	1	1	12	2:1	2:2	0	3	..	4	6
Moses Tyler.....	3	1	20	4:3	5:5	20	3	..	11	6
James Tant.....	1	0	..	..	..	..	..	..	1	8
Wm Watson.....	2	1	12	4:1	5:6	10	7	..	8	9
Daniel Wood.....	1	1	10	4:2	3:3	10	3	..	5	6
								11	11	11

Select Men } John Andrews
of Boxford } Abraham Redington

John Pebody
Willm Watson
Daniell Wood

OLD NORFOLK COUNTY RECORDS.

(Continued from *The Essex Antiquarian* for July, 1909.)

Henry Moulton of Hampton, with consent of wife Sobrietie, for £4. 10s., conveyed to Tho: Philbrick, jun., of Hampton, 4 acres in ye East field, bounded by ye common highway, land of Wm. Moulton, Henry Moulton and Jno. Sanberns, 4: 7: 1661. Wit: Henry Dow and Joseph Dow. Ack. 10: 8: 1661, in court at Hampton.

John Cass [his 3 marke] of Hampton, husbandman, conveyed to Tho. Philbrick, jun., of Hampton, for £124 paid to Mr. Anthony Chickley of Boston, merchant, one half of ye farme in Hampton which was granted to Mr. Steven Batchelder, afterwards in possession of Mr. Jno. Wheelwright, since in occupancy of Eliakim Wardell, about 200 acres bounded by Salisbury line, farms of Timothie Dalton, John Brown and Christopher Hussey. Whereas Jno. Cass had disposed of 8 or 9 acres of upland to Isaac Perkins and Joseph Dow, which falls within the land of Tho. Philbrick, he is to let sd. Philbrick have as much land adjoining Tho. Philbrick's, May 20, 1664. Wit: Sam^{ll} Dalton and Hannah Dalton. Ack. by grantor May 11, 1674, and by wife Martha May 25, 1674, before Sam^{ll} Dalton, commissioner.

Rodger Easman [his > mark] of Salisbury, planter, for 36 shillings conveyed to John ffrench of Salisbury, tailor, all right of commonage in Salisbury which the said Rodger Easman bought of Richard Singletary, 16: 11: 1653. Wit: Tho. Bradbury and Edw. ffrench. Ack. 25: 11: 1653, before Sam^{ll} Winsly and Josiah Cobham, commissioners.

NOTE. In February, 1897, full abstracts of the records of deeds, etc., of Norfolk County began to be printed in *The Essex Antiquarian*. These abstracts were continued during the thirteen years the *Antiquarian* was published. The publication of these valuable records is now to be continued in the *Historical Collections* of the Essex Institute.

Edward French of Salisbury, for love, conveyed to his son Jno. French of Salisbury, tailor, one dwelling house with a barn and 4 acres of upland, 8 acres salt marsh, 4 acres fresh meadow and 1/2 of my lot of sweepage in Salisbury, bounded by house lot of Capt. Robert Pike and land of Joseph French, of George Goldwyer and street or common way leading to great Neck; the 8 acres salt marsh being 1/2 of lot formerly belonging to Georg Carr, bounded by that part of salt marsh which I gave to my son Joseph French, and by little River; said 4 acres fresh meadow lying between lot of Abraham Morrill, deceased, formerly of Salisbury, and the meadow lot I bought of Mr. Sam^l Hall, butting upon great Neck and little River. Said sweepage at beach being the 57th lot containing 6 acres, 132 rods, bounded by Richard North and Robert Downers, formerly the lot of W^m Partridge, June 7, 1664. Wit: Edward Gove and John Clough. Ack. by grantor and wife An, 11: 2: 1665, before court at Salisbury.

Joseph French of Salisbury, for 12 acres of upland made sure to him by Henry Green of Hampton, conveyed to Isaac Green, son of sd. Henry, all my lott of upland commonly called Hall's farme in Salisbury, containing about 7 acres, lying between lots of Mr. Tho. Bradbury, now in possession of Jno. Stanian, lot of Jno. Eaton, now in possession of Jno. Cram, lot of Steven fflanders, now in possession of Isaac Green, and upon meadow bounded by Hampton line and by the highway, 10: 10: 1671. Wit: John Stanian, William Bradbury. Ack. in court at Salisbury, April 8, 1673.

William Sargent of Amesbury, yeoman, conveyed to Isaac Green of Hampton about 2 acres salt marsh on east side of country way towards Hampton, commonly called Hall's farm, abutting upon the upland, a certain creek, a marsh lot of Joseph Moyses now in the hands of Henry Green, and a marsh lot of the widow Willixes, April 23, 1672. Wit: Hannah Dalton and Mehetabel Dalton. Ack. April 23, 1672, before Sam^l Dalton, commissioner.

John Ilsly of Salisbury, barber, for £3. 16s., conveyed to Isaac Green of Hampton, planter, all his lot of upland

which he bought of Jno. Maxfeild in Salisbury, in a place commonly called Hall's farm, containing about 3 acres and a half, being lot No. 20, between lots of Joseph Moys and Richard Ormsby, June 9, 1673. Wit: John Marston and Jacob Green. Ack. July 29, 1673, before Robert Pike, commissioner.

Isaac Pirkins of Hampton, yeoman, conveyed to Isaac Green of Salisbury land in Hampton adjoining Salisbury line, abutting on the country way, on Isaac Pirkins' land and on a piece of land 2 rods in breadth, for a highway to said Isaac Green's land, sometime Daniell Pierce's land, commonly called Hall's farm, March 9, 1674-5. Wit: Nath^l Weare and Return Johnson. Ack. March 31, 1675, before Sam^l Dalton, commissioner.

Execution against Wm. Hilton and Charles Hilton to satisfy judgment of 40li. and costs granted Georg Pearson, Jan. 16, 1675, at the county court at Boston, dated Boston, June 23, 1675, signed by Isa. Adington, clerk, and served by Richard Wayte, marshal of Suffolk, who appointed Henry Dowe or Nath^l Boulter, both of Hampton, his deputies. Return was made by Nath. Boulter, by attachment of 50 acres of upland on Exeter river tendered by Mr. William Hilton, running from William Parkines bounds by the river side up into ye woods, and two acres beginning at ye first creek and so upwards to Mr. Hilton's marsh, all of which he gave possession by turf and twig.

James Davis, sen. [his Δ mark] and Sisly, his wife [her mark] of Haverhill, conveyed to John Haseltine of Haverhill, for 2 ox commons, which formerly belonged to Jno. Davis, which the said Jno. Haseltine bought of Wm. Simons, lying in the first ox common which was laid out in Haverhill, and £11 already paid, about 5 acres second division of meadow lying in Spicket meadow bounded by Joseph Peasly, by meadow formerly of Jno. Davis, by a branch of Spickett river and by the upland. Wit: Henry Palmer. Ack. March 20, 1662, before Simon Bradstreet.

William Sargent of Amesbury, planter, conveyed to Tho. Currier of Amesbury, planter, one-half of a higledee pigledee lot of salt marsh in Salisbury, two acres, bound-

ed with the meadow of Georg Goldwyers, joining Wm. Buswell's and Jno. Stevens' meadows, January 28, 1662. Wit: Sam^l ffoot and James ffreeses. Ack. by grantor and wife Mary, April 3, 1676, before Robert Pike, commissioner.

Henry Brown of Salisbury, shoemaker, for four pounds sterling conveyed to John Bayly of Nuberie, yeoman, my right of commonage which I bought of John Bayly in Salisbury, also part of one end of my planting lott butting upon meadow of sd. Bayly, April 4, 1676. Memoranda. If the heirs or assigns of Jno. Bayly shall hereafter recover the said commonage of Salisbury, the sd. Henry Brown shall have the sum of £3, according to sd. Brown's first purchase. Wit: Tho. Bradbury and Jno. Emerie, jun. Ack. by Henry Brown and the memoranda ack. by Jno. Bayly, April 4, 1676, before Robert Pike, commissioner.

Richard Currier of Eamesbury, millwright, for £43 sterling, conveyed to Capt. Pal White of Nubery, merchant, one-third part of a sawmill in Amesbury, provided the said Richard Currier shall pay £43 in neate fatt cattle before November 10 next, to be delivered at the dwelling house of Pal White, or merchantable Oake plank, slitt worke or pine boards, to be delivered at warehouse of Pal White at the waterside in Nubery. Also Richard Currier engages to pay forty shillings more for Steven Swett, sen., of Newbury, March 22, 1675-76. Wit: John Jones and Willm. Chandler. Ack. by grantor.

Sam^l Dudley of Exeter, clerk, conveyed to Moses Gillman of Exeter his right in Moses Gillman's lower pasture which was mortgaged to Richard Smith, sometime of Ipswich, yeoman, and by him sold to me, lying between Exiter and Mr. Hilton's, reserving about 1/2 acre, now in possession of Cornelius Lary, near Robert Smart's meadow; also house lots northerly of Wm. More's lot, on the south of Richard Carver, bounded by a common way three rods wide, as far as Mountigue's lott; also 40 acres of a sawmill grant which Moses bought of Edward Gillman, deceased, west of the town upon little River, to Goodnis house, and my part of old sawmill standing against house of Mr. Jn^o Gillman, as I bought it of Mr.

Wm. Payne, April 3, 1675. Wit: Samⁿ Dalton and Moses Gillman, jun. Ack. by grantor and Elizabeth, his wife, April 3, 1675, before Samⁿ Dalton, commissioner.

John Gillman of Exiter, yeoman, conveyed to my brother Moses Gillman, small lots in Exiter between lot formerly belonging to Thomas Jones and Stanians' Creek, north from the dwelling house of sd. Moses and from Jones' lot where sd. Moses has now built, which I had of my mother Gillman, and taken by execution from my brother Edward Gillman of Exiter, deceased, April 8, 1675. Wit: Samⁿ Dudley and John Stanley. Ack. May 6, 1675, before Samⁿ Dalton, commissioner.

Ephraim Winsly of Salisbury, cordwinder, for £9, conveyed to Ensigne William Buswell of Salisbury, 9 acres in Salisbury, in what is commonly called Hall's farm towards Hampton, formerly granted by ye town of Salisbury to my father, Mr. Samⁿ Winsly, late of Salisbury, deceased, Lot 39, and bounded by Ensigne Buswell, Jno. Stevens, Keins Brook and a highway, 8 acres and 13 rods as layd out in the 30 acres which were left of the great lots, May 15, 1674. Wit: Abraham Knowlton and Moses Gill. Ack. by grantor and Mary, his wife [her M mark], April 14, 1676, before Samⁿ Dalton, commissioner.

Richard Dole, of Nuberie, makes over to Jno. Emerie, jun., his right in within written mortgage, April 16, 1673. Wit: Samⁿ Plumor, Jno. Dole, Richard Dole, jun. Ack. in court at Ipswich, April 21, 1675.

Zakerie Eyer [his z mark] of Haverhill, planter, for £250, conveyed to his father, Jno. Eyer, a farm of 250 acres and dwelling house in Haverhill, which had been formerly owned by his father, Jno. Eyer, and conveyed to said Zakerie Eyer by deed, land bounded by Lieft. Brown, Josuah Woodman, and by the Spickett and Merrimack Rivers, May 20, 1675. Wit: Isaac Bayly and John Emery, jun. Ack. May 19, 1676, before Robert Pike, commissioner.

John Eyers of Haverhill, for £86, conveyed to Jno. Emerie of Nubery, 250 acres land in Haverhill, bounded by land of Lieft. Brown, the Merrimack River, a highway next Spicket River, and land of Josuah Woodman, to be paid half in barley and pork before the last of October

in 1677, at the now dwelling house of sd. Emerie in Nubury, October 11, 1675. Wit: John [his I mark] Bayly and Isaac Bayly. Ack. by grantor, May 19, 1676, before Robert Pike, commissioner.

Execution against Edward Colcord, sen., to satisfy judgment of 10^s 9^d granted Jno. Stanian and Henry Robys, 13 : 2 : 1669, at court at Salisbury, dated Feb. 26, 1675, signed by Tho. Bradbury, rec. John Stanian's receipt to Edw. Colcord, dated April 24, 1676, for a wheel at 7s. and to Henry Dowe for the remainder. Execution satisfied.

Jasper Blake [his B mark] of Hampton, seaman, conveyed to Joseph Moulton of Hampton ten acres planting land in a field called ye north playne in Hampton, bounded by land of Morris Hobbs, now in hands of Jno. Hobbs, by Robert Marston, now owned by Benjamin Moulton, by the common way, according to the records of Hampton, said land being my lawful right from Tho. Ward of Hampton, first owner, February 28, 1669. Wit: Hannah Dalton and Sam^l Dalton, jun. Ack. by grantor and Deborah, his wife [her X mark], February 28, 1669, before Sam^l Dalton, commissioner.

Joseph Moulton of Hampton, for £6, conveyed to his brother Benjamin Moulton of Hampton, one-half of the lot I lately bought of Jasper Blake in the north playne in Hampton, Oct. 11, 1671. Wit: Henry Dow and Daniell Dow. Ack. by grantor, April 25, 1676, before Sam^l Dalton, commissioner.

John Brown, sen. [his I B mark] of Hampton, for £12, part in land and the rest by bill under hand of Joseph and Benj. Moulton of Hampton, conveyed to Benjamin Moulton two acres land in Hampton neare unto ye great Bore's head, bounded by land of Joseph Moulton, a pond, highway and creek that issues out of the great pond, April 24, 1676. Wit: William fifeild and Sam^l Dalton, jun. Ack. by grantor, April 24, 1676, before Sam^l Dalton, commissioner.

Indenture, dated February 22, 1675, between William Osgood, sen., of Salisbury, millwright, and Thomas Mudgett of Salisbury, shipwright. Will: Osgood conveyed to Tho. Mudgett all my land which sd.

Mudgett now uses for a tymbber yard for building ship-ping, with ye launching place, with free egress and regress to carry his timber, wood and plank out of the woods and from the sawmill through the sd. Osgood's land, for fifty shillings for every vessel sd. Mudgett shall build of twenty ton or upward at the launching of sd. vessel. Wit: Tho. Bradbury, Henry Brown and William Buswell. Ack. by William Osgood and Tho: Mudgett, March 1, 1675-6, before Tho: Bradbury, associate.

Mortgage deed, Theoder Atkinson, sen., of Boston, merchant and felt maker, for £60 received of Major Robert Pike of Salisbury, upon the last day of July last, which money belonged to his daughter, Mrs. Sarah Stockman, now wife of Mr. Jno. Stockman, and late widow of Mr. Wymond Bradbury, deceased, and her 3 children, Wymond, Sarah and Ann, by sd. Bradbury, conveyed to Robert Pike, present administrator of the estate of the said Wymond Bradbury or ffeoffee in trust for said Sarah Stockman and her three children, 40 rods, according to the English measure, in Boston, bounded by land now in possession of — Wright, land of sd. Atkinson, land of Beard, and the highway between it and the other land of mine; interest to be paid yearly at now dwelling house of sd. Atkinson in Boston, or at the house where Pike now dwells at Salisbury, Oct. 29, 1672. Wit: John Stockman and Robert Ring. Ack. Oct. 30, 1672, before Robert Pike, commissioner.

Edward Hilton, Sam^l Hilton and Charles Hilton of Exiter, upon the river of Pascataqua, for £80, due to Mrs. Katherine Hilton, the mother-in-law, which was in satisfaction of a judgment secured by her against us at last County court held at Hampton, conveyed to sd. Mrs. Katherine Hilton 56 acres of upland and 4 acres of meadow, sometime of our dear father's, deceased, the meadow lying by the first creek below William Hilton's house in Exiter; the said 56 acres bounded by the planting land of William Hilton, Robert Smart's brook, land of Andrew Constable, and by a highway down to the river between the land of William Hilton and Andrew Constable, said land to extend into the woods towards the northwest to make up the full sum of 56 acres, January

15, 1674. Wit: Sam^l Dalton and Mehetabel Dalton. Ack. by Edward Hilton, Sam. Hilton and Charles Hilton, 16: 11: 1674, before Sam^l Dalton, commissioner. Laid out June 17, 1675, by Sam^l Dalton and John Gillman.

Moses Worcester, of Kitterie, planter, for £30, conveyed to Abraham Brown of Salisbury, planter, 120 acres of upland in Salisbury, being in that great division of land above the mills, ye fifteen lot in number, between the lots of Sam^l ffelloes and Mr. John Hodges, according to the original right of my revered father, Mr. William Worcester, sometime pastor of the church at Salisbury, deceased, butting upon the mill brook and upon a general highway, May 19, 1675. Wit: Tho. Bradbury and Benjamin Allin. Ack. by grantor, May 20, 1675, before Robert Pike, commissioner.

Execution against Mr. Edward Colcord, sen., to satisfy judgment of 7li. 9s. 8d. in merchantable good-conditioned deale boards, at forty shillings per thousand, to be delivered at Henry Green's mill at Hampton; also costs granted to Mr. Tho: Bradbury on May 30, 1676, at County court at Hampton, dated June 3, 1676, signed by Tho: Bradbury, rec., and served by Henry Dow. Return was made by Henry Dow by attachment of an acre and 29 rods of salt marsh, tendered by Edward Colcord, senior, lying in Hampton, in the Spring marshes, so called, bounded by marsh of Jno. Redman, Abraham Pirkins, a marsh now in hands of Edw. Colcord, and marsh formerly of Edward Colcord, but now levied by me for a fine due to the county to satisfy execution and fees to Sergt. Tho: Philbrick. Execution satisfied, June 10, 1676. Appraised by Jno. Sanborn and Tho: Philbrick, June 10, 1676.

John Bursley [his X mark] of Newechewannick, for £25, conveyed to Edward Gillman of Exiter all those houses and lands which I either bought or had given me in the town of Exiter, viz: a house and two house lots sometime of Nath^l Boulter's, one of the lots sometime of Mr. Isaac Grosses, and the house and other lot sometime of Mr. Philemon Permots, with ten acres of land adjoining and a house lot sometime of Belteshazer Willix, containing eight acres, a house lot sometime of John Tedd's which he bought of Jn^o Legat, and two house lots which

were Henry Robies, bought by him of good. Littlefield, and 20 acres of land near Stony brook belonging to these two house lots, and one house lot more which was Henry Robie's, bought of Griffin Montague, and the lots formerly granted by the town unto the aforesaid house lots, containing in all about eight acres, and three-quarters of an acre of meadow which belonged to Mr. Permot's house, and three-quarters of an acre of meadow which belonged to Jno. Tedd's house lot, and one acre and a half of meadow sometime of good. Littlefield's two lots, 9: 7: 1650. Wit: Edward Hilton and Jno. Legatt. Ack. by grantor, 9: 7: 1650, before Tho. Wiggin.

Execution against Charles Gleeden, to satisfy judgment of fifteen hundred feet of pine board at Lampeele River's usual lading place, and costs, granted Philip Greele, May 30, 1676, at county court at Hampton, dated June 17, 1676, signed by Tho. Bradbury, rec. Return was made by Henry Dow, by attachment of 4 $\frac{3}{4}$ acres of land at Lamprele River, where his house stands, tendered by Charles Gleeden, bounded by a pitch pine, small heap of rocks, about 6 rods over a run of water and upon a roadway. Execution satisfied, June 26, 1676.

Abraham Brown of Salisbury, weaver, for fifteen pounds, conveyed to Nathⁿ Brown of Salisbury, planter, one-half part of my upland, which I formerly bought of Moses Worcester in Salisbury, above the mill, being lot fifteen in number, about one hundred and twenty acres, between the lots of Samⁿ ffelloes and Mr. Jno. Hodges, according to original right, butting one end upon the mill brook and the other upon a general highway, the original right of the reverend Mr. Willi: Worcester, sometime pastor of the church at Salisbury, now deceased, May 29, 1676. Wit: Tho. Bradbury and John Bradbury. Ack. July 3, 1676, by Abram Brown and Elizabeth, his wife, before Samⁿ Dalton, commissioner.

John Cleford, jun., of Hampton, for a frame and boards about it, conveyed to Israell Cleford of Hampton, my dwelling house, standing in the woods, upon part of 50 acres of land I bought of Mr. Samⁿ Dalton, also one-half of that fifty acres of upland in Hampton, between land of Nathⁿ Batchelder and land commonly called Mr. Ruck's

land; the said fiftie acres to be equally divided, the sd. Israell to have that within fence and broke up and that end next Ruck's land, the whole breadth as far as half of fifty acres; land lies above that commonly called Mr. Dalton's farm, March 27, 1676. Wit: Henry Dow and Henry Moulton. Ack. by Jno. Cleford and Sarah his wife, July 13, 1676, before Sam^l Dalton, commissioner.

Richard Scammon, sen., conveyed to William Holdred, sen., of same place, thirty-five acres of land where sd. Scammon dwells, being the same land on which sd. Holdredg has built a house and made some improvements, formerly bounded by Capt. Jno. Gilman and Lieut. Ralfe Hall, both of Exiter, June 5, 1676. Wit: William fifeild and Robt. Wadleigh. Ack. by grantor, June 7, 1676, before Sam^l Dalton, commissioner.

Steven Kent of Haverhill, yeoman, for threescore and ten pounds, conveyed to Mr. Edward Woodman, sen., of Nubrie, about two hundred and twenty acres of upland in Haverhill, laid out first for my third division, butting upon the Merimak river, bounded by a cove which runneth between Theophilus Satchwell and said land, by John Eyer's land with a marked tree next the river and a white oak marked with an S and a great pine marked, and fifty acres more of upland adjoining the upper end of sd. land, running from the east corner along the head of Jno. Eyer's land to Spicket river (excepting a highway); also another lot of ten acres bounded by the upland on both sides, running into Mistake meadow, with all the timber upon it, November 21, 1662. Wit: Anthony Somerby and Abiell Somerby. Ack. by grantor, 12: 2: 1664, before court at Salisbury, Tho: Bradbury, rec.

Abraham fitt of Ipswich, planter, for twenty-five pounds, conveyed to John Bayly of Nubery, a two-acre meadow lot given to me by my father, Robert fitt, by will, being originally the lot of Anthony Sadler, by a grant from town of Salisbury, in a place formerly called ye boggie meadow, joining to fitt's Neck, so called, from a rock on the upland at the north to a stone at the head of little creek, being a branch running out of the westernmost creek in the boggie meadow, as creek goes to the

Merrimack River, to fitt's neck, July —, 1675. Wit: Robert Lord and Mary Lord. Ack. by grantor and Rebecca, his wife, September 26, 1676, at Ipswich court, Robert Lord, clerk.

Edward Colcord, sen: of Hampton, yeoman, conveyed unto my oldest son, Edward Colcord, about thirty acres upland at north end of Hampton, going to Exiter, also one share cow common, one share ox common, together with half my marsh at the spring, the whole marsh being about seventeen acres, Oct. 14, 1676. Wit: Seaborn Cotton and George Pearson. Ack. by grantor, 14: 8: 1676, before Samⁿ Dalton, commissioner.

Jno. Wheeler of Nubery, for thirty pounds, conveyed to Edward Woodman, sen., of Nubery, about four acres meadow and six acres upland, both in Salisbury, bounded by Merimack River and the land of Mr. Hooke, February 18, 1666. Wit: Anthony Somerby, Richard Bartlett and James [his J O mark] Ordaway. Ack. Nov. 14, 1676, at court at Salisbury, Tho: Bradbury, rec.

Ephraim Winsly and Mary, his wife [her M mark] of Salisbury, for thirty pounds, mortgaged to Jno. Knight of Nuberie two parcels of land in Salisbury, a higly pigly lot by fox Iland, as it was laid out by order of the town for 3 acres, bounded by a creek, Wm. Chandler's lot, seven acres more of tide meadow, next the meadow sometime of John Rolf towards the flats. But if the aforesaid seven acres of meadow fall not into the hands of sd. Winsly in four years after this date, then John Knight shall use about seven acres of meadow which lies between two creeks which butts on the houselott sometime of Georg Carr, commonly called the middle pasture, which piece of meadow sd. Knight shall enjoy till aforesaid seven acres lying by John Rolf's comes into the hands of sd. Winsly; to be paid at his now dwelling house, in neat cattle under 8 or 9 years old, bulls excepted, and wheat, barley or pork, May 20, 1673. Wit: William Buswell and Isaac Buswell. Ack. by grantor and Mary, his wife, May 27, 1675, before Robert Pike, commissioner.

(To be continued)

PETITION FOR PROTECTION OF MARBLEHEAD HARBOR, 1727.

To the Honourable William Dummer Esquire Lieutenant Governour of his Majesties Province of the Massachusetts Bay in New England and to the Honourable the Gentlemen of His Majesties Council, and to the Honourable house of Representatives in General Court Assembled, The Petition of the Inhabitants of the Towne of Marblehead, humbly sheweth

That whereas there hath a Petition of this Tenour been lately presented to this Honourable General Court, signed by the Select Men of the said Towne, pursuant to a Vote of the Towne empowering them thereunto which said Petition has been rejected——We think it therefore our Duty both to Our Selves and to our Country, once more humbly, to offer, That Whereas the Harbour of the said Marblehead, which is of so great Importance to the generall Trade, and what this Honourable Court justly esteems the true staple of the Country, is in utmost Danger of being Ruined, by the seas breaking in upon it at the Western End, which will in a few years render it unsafe for any Vessells riding in it; And in as much as the said Town of Marblehead is not of Ability to repair and defend the same from the Encroachments of the Sea——We therefore humbly renew Our said Petition and in the Strongest Terms; and with the most importunate Address would intreat the Fathers of Our Country, again to take it into their most serious Consideration and compassionately to Regard so great and necessary an Interest of this Country, and according to your knowne Wisdome and Goodness undertake the Security of so valluable a Harbour; That the Present Damages may be repaired, and the like be prevented for the Future This Our Petition is grounded upon weighty Reasons, being First—The Exceeding Commodiousness and usefulness of the said Harbour as it is A Capacious Harbour; Has a Fine open entrance from the Sea; Has good Anchorage; is of bold

and Easy access—, Without Tide to disturb a Vessel ; A general safety to Embayed Vessells in a Storme ; The Special Seat of one of the greatest Branches of Our Trade, And is nearly Scituated to the grand Merchandize of Boston —Upon all which Accounts there is no Harbour in the Country that can claim the Preference, and therefore none more worthy of the Care of this great Assembly.

Secondly—The absolute necessity of something being done for the Preservation of the said Harbour. The Harbour is made by a Narrow beach of sand and Ballast Stones joynig an high Neck of Land, to the Town, at the Western End Many now living can remember when this Beach has been much covered with Trees, Shrubs, and Grass, which are all now worn away—Storms of late Years especially that in February 24, 1722/3 have made a thorow passage over it, in several places, and of great Width—The great storme in September last had like to have carryed some of Our Vessells over it, and had undoubtedly so had it been a high spring—A few Years more must needs make the Beach a Constant thoroughfare for the sea, For that at the very Time of the Rejection of Our said Petition in one Tide the sea Ran over it with a Current more than one hundred feet in one place in Breadth and generally two feet deep ; giving us the most just Fears of the Speedy absolute Destruction of the said Harbour, because it cannot be long before the Common Tides will go through the said Beach, as well as the Springs ; When the said Harbour will become Nothing better than an Open Road, And whenever a Storme shall happen to put any Vessels from their Anchor they will be unavoidably carryed over the Beach from whence necessarily will follow the Loss of the Vessells and the Death of the People There being Nothing to take them up but hideous Rocks, and the Wild Nahant Beech—By which Means all the present Advantages of this Valluable Harbour for Trade and fishery will be wholly destroyed ;—No Owner will chance that his Vessel shall Ride is so insecure a Place.

Thirdly—The Incapacity of the Towne of Marble Head to prevent this generall Loss—The charge of the Defence

from the sea and the Repairs amounting to Vastly more than the Town can possibly sustain And 'tis the well known Constant Practice of the English Nation agreeable to their Constitution, to look upon all the Valluable harbours as the care of the Publick, and by a National Act to Repair and defend them.

And whereas the said Harbour lyes entirely open and defenceless, We do further humbly Petition that there may be a small fortification erected in some convenient place for the security of the general Trade of the Province, and to prevent other inconviency which may arise from so open an Harbour.

The Reasons of which Petition are as followeth being First That the Wisdom of this great and General Court saw it needfull to erect a small Battery formerly according to the Plan of His Majesties Ingineer Collonel Romer, which being made of Wood is long since gone to decay.

Secondly—That no Place in the knowne world of the same Importance and Trade is left so wholly unguarded.

Thirdly—While the Harbour is thus open, any small Privateer in Time of Warr, or Pyrate in peace may insult and destroy the shipping, the Fishery, and the Towne and retire undisturbed—

Fourthly—No infectious Vessell can at present be stoped in her Entrance nor any be prevented from running away, or Eloping—All which seems to require a suitable Guard and defence for a Harbour where there is often from Ten to Twenty sail of Ships of Trade, besides more than an hundred Sail of Fishing Vessells—In consideration of all which your Petitioners as aforesaid humbly pray that this their Petition may be granted and your Petitioners as in Duty Bound shall ever pray &c.

(Signed) John Stacey, Jonathan Procktor, William Man, Charles Wheden, David Furnis, Thomas Mane, John Aish, John Reed, William Goodwin, Nathaniell Bartlett, Jr., Henry Tewkesbury, David Parker, Richard Trevett, Benjamin James, Joseph Smith, Thomas Cavenish, John Trevett, Joseph Waldron, Greenfield Hooper, Isaac Turner, James Pearson, Erasmus James, John Rounday, Joseph Galson, Nathaniell Norden, John Calley, Azor Gale, John Homan, William Bartlett, Joseph Mors,

Benjamin Stacey, Stephen Minot, Joseph Smethurst, John Palmer, Joseph Hollet, Abraham Howard, Joseph Carder, Eben Taylor, William Peach, John Pousland, Elias Henry, Samuel Gale, Richard Reith, John Waldron, Ebenezer Stacey, John White, Andrew Tucker, Isaac Mansfield, William Bartlett, John Trefry, Daniel Felton, John —, Giles Ivimy, Samuell Brimblecome, Joseph Andrews, Ebenezer Hawkes, Nicholas Andrews, James Calley, Thomas Wood, John Baily, Thomas Kemball, Mathieu —, John Taskir, George Minot, John Banister, David Furness, Christopher Twisden, John Gall, Joseph Gale, Richard Courtis, Danell Maley, John Croof, Thomas Rogas, Richard Pedrick, Richerd Rusell, Robert Lenord, Georg Oaks, John Chin, John Smith, Joseph White, Peter Briggs, James Perryman, Samuell Webber, Jonathan Rackwood, John Dodd Senior, John Dodd Junior, Samuell Stacey, Samuell Stacey Junior, Bartholomew Jackson, Samuell —, Jonathan Thomson, Francis Bowden, Robert Bull, Benjamin Pix, William Cruft, Thomas Furnis, Andrew —, William Jones, Jonathan Phillips, Joseph Breed, Joseph Stacey, Robert Swan, Michael Basset, Samuel Bowden, Joseph Blaney, Jacob Fowl, Samuell Harris, John Crafft, William Crafft.

In the House of Representatives January 15th 1727 Read and Ordered that Mr. John Torey Major Turner and Collonel Gorham with such as the Honourable Board shall Appoint be a Committee at the Charge of the Petitioners to repair to the Town of Marblehead that they Carefully View the Harbour in the several parts thereof as well as the Beach and Breaches made or likely to be made therein that they report their Opinion as soon as may be of what may be proper for this Court to do in Answer thereto.

Sent up for Concurrence William Dudley Speaker.

In Council January 15, 1727; Read and Concurred, and Samuell Thaxter Esquire and Spencer Phips Esquire are joined in the Affair.

Josiah Willard Secretary.

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